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URBAN/MUNICIPAL

MARCH 18, 1991

TRANSPORT AND
ENVIRONMENT COMMITTEE

K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

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1991

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

TEL: 546-2700
FAX: 546-2095

URBAN MUNICIPAL
JAN 31 1991
GOVERNMENT DOCUMENTS

January 17, 1991

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, January 21, 1991
9:30 o'clock a.m.
Room 233, City Hall

T. Agnello, Secretary
Transport and Environment Committee

AGENDA

A. DELEGATION — Public Meeting for Closure and Sale of 2 Public Assumed Alleyways Bounded by King Street, King William Street, Walnut Street and Ferguson Avenue, Being Parts 2 and 3 on Plan 62R-10833

1. Approval of the Minutes of the Meeting held December 17, 1990

ADDED STARTER

MAYOR ROBERT M. MORROW

VIA RAIL

FOR IMMEDIATE RELEASE

VIA move from Hamilton, Dundas and Burlington stations to Aldershot

TORONTO, January 14, 1990 -- VIA Rail and GO Transit jointly announced today that VIA will be a partner in the new GO facilities being constructed at Aldershot in Burlington. The Aldershot station is expected to begin operations in the spring of 1992.

GO Transit officials welcomed the move as another important step towards the co-ordination of intercity and commuter service and a major enhancement of rail service to the Hamilton-Burlington area.

VIA expressed enthusiasm about the prospect of sharing GO's Aldershot facility, since the station is ideally suited to provide an enhanced level of service to the entire Hamilton-Burlington area. The move to Aldershot will enable VIA to consolidate its services to the entire region and replace three stops within a 9-mile radius - Hamilton, Dundas and Burlington - at a single, superior location.

Aldershot will provide direct and better access for VIA passengers to the Toronto-London-Windsor corridor. Passengers travelling on the Toronto-Niagara Falls route, as well as passengers travelling in the Toronto-London-Windsor corridor will be able to use the same stop, rather than two separate stops (Hamilton and Burlington).

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The modern, attractive facility at Aldershot will offer complete facilities for handicapped passengers - which neither the Hamilton station, the Dundas stop nor the Burlington GO station provide. It will also provide free parking for 500 to 600 cars. Such parking facilities are not available either at the downtown Hamilton station or at the Dundas shelter.

For some time now, VIA has been considering a number of options in order to improve its service to the Hamilton-Burlington area. The move to Aldershot is the best alternative available to VIA. It is fiscally responsible, allowing VIA to reduce costs, while offering a net improvement in service to the region.

VIA and GO Transit are pleased that the Aldershot facility will enable them to provide integrated, interline transportation for passengers of the Hamilton-Burlington area.

- 30 -

For further information, please contact:

Richard Gauthier
VIA Rail Public Affairs
(416) 868-7231
(416) 378-7945 (pager)

Tom Henry
GO Transit Public Affairs
(416) 665-9211

Dundas

BACKGROUNDER - HAMILTON-BURLINGTON STATION MOVE

- VIA is moving its operations from Hamilton, Burlington and Dundas to the GO station at Aldershot (scheduled to open in the spring of 1992) in order to improve and consolidate regional service to the Hamilton-Dundas-Burlington area.

- Located east of the junction of the Toronto-Niagara Falls and Toronto-Windsor lines, and 3.5 miles west of GO's Burlington station, Aldershot is ideally suited to provide service to the entire Hamilton-Dundas-Burlington area.

- This consolidation will result in a net improvement of service to VIA passengers. Passengers travelling on the Toronto-Niagara Falls route, as well as a those travelling in the Toronto-London-Windsor corridor will be able to use the same stop (Aldershot) for both services, rather than separate stops for each line, as they do currently.

- At the present time, VIA has three stops within a nine-mile radius - Hamilton, Dundas and Burlington. Hamilton and Dundas are only lightly utilized, Hamilton station handling approximately 29,000 passengers per year and Dundas, approximately 700 passengers per year. Only four passengers per day entrain or detrain at Hamilton bound to or from Niagara Falls. Passenger volumes at Dundas (which is a flag stop utilized by one train per day in each direction) do not justify the maintenance of a stop so close to other fully accessed stations. Aldershot will therefore enable VIA to consolidate its operations to the region.

- With the recent increases in passenger traffic at the GO Burlington station, which VIA also utilizes, the space is not adequate to meet the needs of both GO and VIA passengers. Currently, approximately 71,000 VIA customers are handled at the Burlington station. The new Aldershot facility will allow VIA and GO to handle increased volumes in their combined traffic.

- The Aldershot station will provide parking for between 500 and 600 cars, which neither Hamilton's James Street station nor the Dundas shelter provide. Discussions are in progress between GO Transit, the Hamilton Street Railway and Burlington Transit for the provision for public transit access to the Aldershot station.

- Aldershot will also offer full handicapped facilities for VIA passengers, not currently available at Hamilton, Dundas or Burlington.

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- One of the options VIA considered was to remain in Hamilton's James Street station. However, this station - which VIA leases from CN - requires between $4 and $8 million in repairs in order to bring it up to acceptable VIA service standards. VIA does not have these funds available in its capital budget.

- Moreover, with the move of GO Transit - endorsed by Hamilton City Council - out of the James Street station to Hamilton's TH & B facility in 1993, VIA could not afford to maintain service in the downtown station, which is too large for its needs. The TH & B facility would not be suitable for VIA, since it is not on the Toronto-Niagara Falls line and would not enable VIA to provide service, beyond Hamilton, to this area.

- The James Street station is leased by VIA from CN. The terms of the lease provide for the return of the station to CN upon cessation of passenger services.

2. **CITY SOLICITOR AND DIRECTOR OF PUBLIC WORKS**

On Site Garbage Collection - Agreement Procedure

3. **CITY SOLICITOR**

By-law Respecting Construction of Local Improvements of Concrete Sidewalks on Upper Paradise Road Between Stone Church Road and Lunner Avenue

4. **MANAGER OF PURCHASING**

Supply and Delivery of Reflective Sheeting During 1991, Traffic Department

5. **DIRECTOR OF PROPERTY**

Authorization to Proceed to Negotiate the Acquisition of Part of 614 Stone Church Road East (Parts 16 and 17, Plan 62R-11096) from Alan and Florrie McGuirl - Butler Neighbourhood

6. **DIRECTOR OF PUBLIC WORKS**

(a) Recovery of Cost For Retrieving Lost Items From Catch Basins

(b) Budget Reduction Packages to Get to 0%

7. **CONFERENCE ATTENDANCE**

(a) Canada's National Safety Conference
May 12 - May 14, 1991 - Hamilton

(b) Ontario Good Roads Association - Annual Conference
February 24 - February 27, 1991 - Toronto

8. **COMMISSIONER OF ENGINEERING**

(a) 1991 Current Local Roads Budget,
Hamilton Hydro's Streetlight Construction Programme

(b) Revision of Annual Charges for Overweight Permits

(c) Annual Overload Permit - K's Transport Inc.

(d) Inadvertent Encroachment Agreement - 2 Devonport Street

(e) 1991 Road and Sidewalk Capital Reconstruction Programme
- Proposed Road Widenings

(f) Independent Concrete Sidewalk Construction
on the East Side of Nash Road at Barton Street

(g) Hotz and Sons Application - Household Hazardous Waste Depot

(h) Incorporation Certain City Lands into
Various Streets By By-law

(i) Cost of Sidewalks, Curb and Road on Ridge Street
from Chipman Avenue to Approximately 57 m South

9. **DIRECTOR OF TRAFFIC SERVICES**

Apartment Building at No. 121 Charles Street -
Application for a Time Limit Exemption Permit

10. **PARKING REGULATIONS**

(a) West Avenue North Between Evans Street and Cannon Street

(b) Brucedale Avenue Between Sherwood Rise and High Street

(c) Bourbon Court Between Brigade Drive and the South End

(d) South Side of Sanders Boulevard, West of Cottrill Street
- Corner Clearance

11. **INTERSECTION CONTROL**

(a) North and South Legs of Oak Knoll Drive and Dalewood Crescent

(b) Kenora Avenue and Delawana Drive

12. **OTHER BUSINESS**

13. **ADJOURNMENT**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Parking Regulations - West 1st St. between Monarch Rd. and Wembley	May 23, 1990	Ald. T. Murray	Tabled
2.	Stops Signs on Greenhill Avenue	August 20, 1990	Mr. M. Main	Pending Report
3.	Unlawful Removal of Trees	August 28, 1990	Mr. J. Pavelka	Pending Report
4.	Fence at 201 Bay Street North	September 17, 1990	Alderman Agro	Tabled With Instructions
5.	Street Lights on Ravenscliffe Avenue	September 17, 1990	Alderman Agro	Tabled

Dated: January 15, 1991

T. Agnello
Secretary

A.

THE CORPORATION OF THE CITY OF HAMILTON

PUBLIC NOTICE

To close and sell the 2 Public Assumed Alleyways, bounded by King Street, King William Street, Walnut Street and Ferguson Avenue to Theatre Aquarius for the amount of $1.00. Designated as Parts 2 & 3 on Plan 62R-10833, Notice is hereby given pursuant to Section 301 of The Municipal Act R.S.O. 1980, Chapter 302 that the Council of the Corporation of the City of Hamilton proposes at its meeting to be held in the City Hall at 7:30 p.m. on Tuesday January 29, 1991, to pass a by-law to close and sell the 2 Public Assumed Alleyways bounded by King Street, King William Street, Walnut Street and Ferguson Avenue being Parts 2 and 3 on Plan 62R-10833.

A plan showing the lands to be affected and a draft of the proposed by-law may be seen in the Office of the Regional Engineering Department, 6th Floor, City Hall, in the City of Hamilton.

On Monday January 21, 1991 at 10:00 a.m. the City Council through its Transport and Environment Committee, will hear in the person, or by his counsel, solicitor or agent, any person who claims that his lands will be prejudically affected by the said by-law and who applies to be heard. Any such person who wishes to be heard should, as soon as possible, make written application to:

Ms. T. Agnello, Secretary
Transport and Environment Committee
Office of the City Clerk
City Hall - 71 Main Street West
Hamilton, Ontario

K. Avery
City Clerk
The Corporation of the
City of Hamilton

Monday, December 17, 1990
9:30 o'clock a.m.
Room 233 City Hall

1.

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman T. Cooke
Alderman D. Drury
Alderman D. Wilson
Alderman D. Agostino
Alderman V. Formosi
Alderman T. Murray

Also present: Mrs. B. Price, Hamilton Safety Council
Staff Sergeant Wm. Martin, Regional Police
Mr. L. Sage, Chief Administrative Officer
Mr. D. Carson, Executive Assistant to the Mayor
Mr. J. G. Pavelka, Director of Public Works
Mr. G. Aston, Regional Engineering Department
Mr. M. F. Main, Director of Traffic Services

1. APPROVAL OF THE MINUTES

The minutes of the regular meeting of December 3, 1990 and the special meeting of December 11, 1990 were approved as circulated.

2. COMMISSIONER OF ENGINEERING

2.1 **Incorporating Certain City Lands into Various Streets By By-law**

As recommended by the Commissioner of Engineering in a report dated December 7, 1990, the Committee recommended to Council as follows:

(a) That the following City lands be incorporated into the various streets:

Nash Road	Part 13, 62R-11253
Donn Avenue	Parts 8 and 12, Plan 62R-9499
Locheed Drive	Block 33, Plan 62M-461

(b) That the By-laws to carry out the incorporation of the said lands into the foregoing streets be enacted by City Council.

(c) That the Commissioner of Engineering be authorized and directed to register the By-laws.

2.2 **Local Improvement Charges for the Construction of Road, Curbs, Sidewalks and Alleys**

As recommending by the Commissioner of Engineering in a report dated December 7, 1990, the Committee recommended to Council as follows:

(a) That the following changes be made in the maximum charges per metre of frontage for Local Improvement construction:

		Maximum Charge per Metre of Frontage	
	Item	From	To
(i)	Curb only	$ 67.00	$ 69.00
(ii)	Sidewalks Only	$ 84.00	$ 86.00
(iii)	Sidewalks and and Independent Curbs or Combined Sidewalks and Curbs	$137.00	$138.00
(iv)	Roadway Only	$231.00	$240.00
(v)	Alleys	$ 90.00	$ 92.00
(vi)	Roadway and Curbs Only (Industrial Subdivisions)	$314.00	$314.00

(b) That the City Solicitor be authorized and directed to amend the Local Improvement By-law.

2.3 **Flat Rate Fee for Service Costs Adjacent to 0.3 Metre Reserves**

As recommending by the Commissioner of Engineering in a report dated December 6, 1990, the Committee recommended to Council as follows:

(a) That the City's "Flat Rate Fee", concerning the costs to be applied to outstanding City of Hamilton municipal service costs along 0.3 metre reserves, be adjusted from the present rate of $305.00 per metre frontage to $325.00 per metre frontage for 1991.

(b) That the revised rate be applied to all costs recovered in 1991 along 0.3 metre reserves after the adoption of the revised rate.

(c) That the calculation of the Flat Rate Fee not include the cost of street trees, since the City's policy for the installation and payment of street trees has changed since the adoption of this policy.

(d) That Developers who are paying for costs along 0.3 metre reserves be required to pay the actual cost for street trees when the trees are actually installed by the City.

2.4 **Temporary Street Closure - Canadian Dairy Bureau Cycling Challenge**

A discussion ensued regarding using the date of the cycling event to an alternate date.

Mr. Cooper, on behalf of the Cycling Association, was present. He stated that in order to have support of the European partners and gain good exposure for the City of Hamilton, the race must be a certain length and require a certain period of time.

After brief discussion, the Committee forwarded the following recommendation of the Commissioner of Engineering dated December 12, 1990 to Council for consideration:

(a) That the following City streets be closed from 9:30 a.m. to 2:30 p.m. on Wednesday, October 2, 1991, in order that Hollis Communications Inc. may hold a bicycle race:

(i) Aberdeen Avenue between Queen Street and Bay Street

(ii) Jackson Street between Bay Street and Caroline Street

(iii) Caroline Street between Jackson Street and Main Street

(iv) Bay Street between Aberdeen Avenue and Herkimer Street

during the pleasure of City Council provided:

(b) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department Traffic Division.

(c) That the applicant provide proof of $2,000,000.00 public liability insurance, naming the City has an added insured party with a provision for cross liability, and holds the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss.

(d) That no property owner or resident within the barricaded area be denied access to their property upon request; however, no vehicular traffic will be permitted on the race course between 9:30 a.m. to 2:30 p.m. on the race day.

(e) That all property owners and tenants along the closed portion of the route be notified of the bicycle race by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

3. **DIRECTOR OF TRAFFIC SERVICES**

3.1 **Neighbourhood Watch Program for the Bonnington Neighbourhood**

Alderman Murray felt that extra signs are needed, and some of those which have been recommended should relocated.

After discussion, the Committee approved and forwarded the recommendation of the Director of Traffic Services dated November 28, 1990, as amended, to Council for approval:

(a) That the Bonnington Neighbourhood be designated as a Neighbourhood Watch Area.

(b) That the Neighbourhood Watch signs for the Bonnington Neighbourhood be erected in consultation with Alderman Murray and maintained by the City Traffic Department as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department.

(c) That the necessary funds be charged to Account No. 0345 0560 (Neighbourhood Watch Program).

3.2 **Request for a School Crossing Guard - Stone Church Road West and Juliebeth Drive**

Alderman Murray raised concern that approval of the recommendation would lead people to believe that the crossing guard is to be implemented when in fact it may be removed during the budgeting procedure.

Following discussion, the Committee approved and forwarded the recommendation of the Director of Traffic Services dated December 7, 1990, as amended, to Council for approval:

(a) That a school crossing guard be assigned to the intersection of Stone Church Road West and Juliebeth Drive during the morning and evening crossing periods only.

(b) That the necessary funding be incorporated for approval in the Budget.

3.3 **Glencarry Avenue, North of King Street - Proposed Narrowing and One-Way Southbound Regulation**

As recommended by the Director of Traffic Services in a report dated November 26, 1990, the Committee recommended to Council as follows:

(a) That approval in principle be granted to narrow Glencarry Avenue to one lane, from King Street East to a point 94 feet northerly therefrom.

(b) That the Commissioner of Engineering be requested to advertise the proposed narrowing of Glencarry Avenue, north of King Street East, in accordance with Section 301 of the Municipal Act.

(c) That, subject to the approval of the narrowing of the road, the Traffic Department be instructed to report back with recommendations concerning one-way operation of the street and revisions to the parking regulations.

3.4 **Request for a Wheelchair Loading Zone - No. 89 Chestnut Avenue**

As recommended by the Director of Traffic Services in a report dated November 29, 1990, the Committee recommended to Council as follows:

That a "No Stopping", Wheelchair Loading Only, 7:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the west side of Chestnut Avenue commencing at a point 564 feet south of Barton Street and extending to a point 24 feet southerly therefrom.

3.5 **South Leg of King Street Between James and John Streets**

As recommended by the Director of Traffic Services in a report dated December 3, 1990, the Committee recommended to Council as follows:

That the existing "No Left Turn, 11:00 a.m. to 6:00 p.m." regulation for northbound motorists on Hughson Street at the south branch of King Street, be removed.

4. SCHOOL BUS LOADING ZONES

4.1 South Side of Franklin Road, West of East 25th Street - Relocation

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of East 25th Street commencing at a point 109 feet south of Franklin Road and extending to a point 80 feet southerly therefrom, be relocated to the south side of Franklin Road commencing at a point 65 feet west of the west curb line of East 25th Street and extending to a point 80 feet westerly therefrom.

4.2 North Side of Albright Road, West of Harrisford Street - New

As recommended by the Director of Traffic Services in a report dated November 29, 1990, the Committee recommended to Council as follows:

That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Albright Road commencing at a point 370 feet west of the east curb line of Harrisford Street and extending to a point 40 feet westerly therefrom.

4.3 South Side of Anson Avenue, West of Carson Drive - Extension

As recommended by the Director of Traffic Services in a report dated December 4, 1990, the Committee recommended to Council as follows:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Anson Avenue commencing at a point 574 feet west of Carson Drive and extending to a point 40 feet westerly therefrom be extended by 70 feet such that it is 110 feet in length.

4.4. Vern Ames Public School - Shortening and Relocation

As recommended by the Director of Traffic Services in a report dated December 4, 1990, the Committee recommended to Council as follows:

(a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Edwina Place, commencing at a point 92 feet south of Berko Avenue and extending to a point 120 feet southerly therefrom, be shortened such that the school bus loading zone commences 132 feet south of Berko Avenue and extends to a point 40 feet southerly therefrom.

(b) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Berko Avenue commencing 82 feet east of Baroche Street and extending to a point 70 feet easterly therefrom, be relocated such that the school bus loading zone commences at a point 39 feet west of Edwina Place and extends to a point 120 feet westerly therefrom.

4.5 North Side of Sanatorium Road, West of 33rd Street - Extension

As recommended by the Director of Traffic Services in a report dated December 3, 1990, the Committee recommended to Council as follows:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Sanatorium Road which commences at a point 198 feet west of West 33rd Street and extends to a point 45 feet westerly therefrom, be extended by 35 feet such that the school bus loading zone is 80 feet in length.

5. PARKING REGULATIONS

5.1 **East 34th Street Between Munn Street and Crockett Street**

As recommended by the Director of Traffic Services in a report dated November 27, 1990, the Committee recommended to Council as follows:

That, in conjunction with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of East 34th Street between Munn Street and Crockett Street.

5.2 **Holly Avenue and Benson Avenue Between Grenfell Street and McAnulty Boulevard**

(a) That the existing "Alternate Side Parking" regulation on Holly Avenue between Grenfell Street and McAnulty Boulevard be removed.

(b) That a "No Parking" regulation be implemented on the east side of Holly Avenue between Grenfell Street and McAnulty Boulevard.

(c) That the existing "Alternate Side Parking" regulation on Benson Avenue between Grenfell Street and McAnulty Boulevard be removed.

(d) That a "No Parking" regulation be implemented on the west side of Benson Avenue between Grenfell Street and McAnulty Boulevard.

5.3 **East 27th Street Between Mohawk Road and Seeley Avenue**

As recommended by the Director of Traffic Services in a report dated November 29, 1990, the Committee recommended to Council as follows:

That an "Alternate Side Parking" regulation be implemented on East 27th Street between Mohawk Road and Seeley Avenue, such that parking is prohibited on the east side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and on the west side of the street from the 16th to the last day of the month of April, May, June, July, August, September, October and November.

5.4 **No. 30 Pearson Drive**

As recommended by the Director of Traffic Services in a report dated December 5, 1990, the Committee recommended to Council as follows:

"That a "No Parking, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the west side of Pearson Drive commencing at a point 347 feet south of Mount Pleasant Drive and extending to a point 18 feet southerly therefrom.

5.5 **West Avenue North Between Barton Street East and Robert Street**

As recommended by the Director of Traffic Services in a report dated December 5, 1990, the Committee recommended to Council as follows:

That in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on both sides of West Avenue North between Barton Street East and Robert Street.

5.6 **East 5th Street Between Brucedale Avenue and Fennell Avenue**

As recommended by the Director of Traffic Services in a report dated December 4, 1990, the Committee recommended to Council as follows:

That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of East 5th Street between Brucedale Avenue and Fennell Avenue.

5.7 **East Side of Ambrose Avenue, North of Greenhill Avenue**

As recommended by the Director of Traffic Services in a report dated December 3, 1990, the Committee recommended to Council as follows:

That stopping be prohibited on the east side of Ambrose Avenue from Greenhill Avenue to a point 169 feet northerly therefrom.

5.8. **South Side of Colbourne Street Between Severn and MacNab Streets**

As recommended by the Director of Traffic Services in a report dated December 6, 1990, the Committee recommended to Council as follows:

(a) That a "Permit Parking" regulation be implemented on the south side of Colbourne Street between Severn Street and MacNab Street.

(b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to each of the first six eligible applicants residing in a one, two or three family dwelling abutting the block.

6. INTERSECTION CONTROL

6.1 **Delmar Drive and Laurier Avenue**

As recommended by the Director of Traffic Services in a report dated November 29, 1990, the Committee recommended to Council as follows:

That a three-way stop control be implemented at the intersection of Delmar Drive and Laurier Avenue.

6.2 **Archibald Street and Hope Avenue**

As recommended by the Director of Traffic Services in a report dated November 29, 1990, the Committee recommended to Council as follows:

That the northbound traffic on Archibald Street be required to stop for eastbound and westbound traffic on Hope Avenue.

7. MANAGEMENT TEAM

1991 - 1995 Provisional Capital Budget

The Committee did not deal with the Capital budget but unanimously agreed to forward it to the Finance and Administration Committee for review after which the Transport and Environment Committee expects to review the Capital Budget prior to submission to Council.

8. OTHER BUSINESS

None

9. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

T. Agnello, Secretary
December 17, 1990

JAN 14 1991

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CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 11

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

Ms. P. Noé Johnson
City Solicitor

SUBJECT: On Site Garbage Collection Agreement Procedure
(LAW 1-44/90.0;PW 91-2000A)

RECOMMENDATION:

That the Director of Public Works be delegated the authority to approve applications for on site garbage collection, pursuant to Section 11 of By-Law 85-159 respecting Collectible Waste where the following conditions have been satisfied:

i) access for collection vehicles is adequate
ii) resources are available
iii) the standard agreement has been properly completed
iv) proof of the required insurance coverage is submitted

J. G. Pavelka, Director
Public Works Department

P. Noé Johnson
City Solicitor

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

The City, in accordance with By-Law 85-159, presently arranges "on the premises" garbage collection service on private property (not to be confused with routine curbside collection) where access for garbage trucks and staff resources are available.

Rather than process the standard agreement through the Committee process, this report is advocating that "red tape" be cut by making the requirements of the agreement non-discretionary and then transfer the responsibility for processing these agreements to the Director of Public Works.

By modifying the current procedure for processing these agreements as outlined in Appendix 'A' in favour of the proposed procedures outlined in Appendix 'B', the following are the benefits:

1. One Department rather than two will be involved in the process -thus reducing the time necessary to transmit the documents back and forth within City Hall. Public Works can, also, advise the Applicant of all conditions of approval.

2. The time period for the processing of the Agreement will be significantly reduced due to (a) the above and (b) approvals will be administratively handled; Agreements will not have to await the meetings of Committees and City Council.

3. City staff will not have to verify ownership of the parcel; this certification will be the responsibility of the Applicant.

4. City staff will not have the responsibility and cost of the registration of the Agreement including the collection of the fee for this service; this process will be handled by the Applicant and his/her Solicitor.

5. The time of the Mayor and City Clerk will no longer be required to sign these documents. These signatures are not required since the lands in question are privately owned and the agreement is to bind the Applicant - not the City of Hamilton.

Note:

The procedure, if approved by City Council, will be monitored by the Administration and will be maintained in the appropriate Office and Council Procedure Manual.

attach.

c.c. Mr. D. Lobo, Manager of Streets & Sanitation
Mr. D. Billyard, General Foreman, Sanitation

Appendix 'A'

On Site Garbage Collection Procedure

Current Practice

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1. The applicant applies to the Public Works Department for on site garbage collection. Applicants are usually the owner of a townhouse site or apartment building (whether a rental complex or a condominium).

2. The City's Sanitation General Foreman visits the site with the owner or his representative to determine that the access in and out of the site is acceptable to the Public Works Department, that the location(s) of placement and storage of the refuse is acceptable and that any storage structure that may be prosed is adequate with respect to access by Public Works.

3. The Public Works Department advises the Law Department that the site is acceptable and requests that the Law Department prepare a garbage collection agreement for this site.

4. The Law Department sends the standard form agreement form to the applicant with instructions on how to complete the agreement and what insurance coverage is required necessary.

5. Upon receipt of the agreement and insurance certificates, the Law Department reviews these for accuracy and completeness. If there are any discrepancies in the submitted documents, the Law Departments begins the repetitive process of correcting the problems. This results in delay in processing the agreements.

6. The Law Department's title searcher does a search of the site title at the Land Registry Office to verify that the ownership and legal description information in the agreement are correct.

7. Once the documents are in order, the Law Department prepares a "Recommendation" to the Transport and Environment Committee and City Council.

Appendix 'A' (continued)

8. If the application is approved by City Council, the agreement copies are sent by the Law Department to the Mayor and City Clerk to be executed.

9. Once the documentation is in order, the Public Works Department determines the starting date for on site garbage collection.

10. Once the agreements are executed, the Law Department registers the agreement at the Land Registry Office.

11. The Law Department sends a copy of the registered agreement to the Public Works Department and to the applicant and notifies the applicant when on site garbage collection will start.

12. The Law Department sends the original agreement and insurance certificate to the City Clerk for custody.

Appendix 'B'

On Site Garbage Collection Procedure

Proposed Practice

---

1. The applicant applies to the Public Works Department for on site garbage collection. Applicants are usually the owner of a townhouse site or apartment building (whether a rental complex or a condominium).

2. The City's Sanitation General Foreman visits the site with the owner or his representative to determine that the access in and out of the site is acceptable to the Public Works Department, that the location(s) of placement and storage of the refuse is acceptable and that any storage structure that may be prosed is adequate with respect to access by Public Works.

3. The Public Works Department sends the applicant the standard form agreement with an instructions regarding completion and insurance requirements and the form of certificate re title to property for applicant's lawyer to complete. The Applicant is completing a "one way" agreement i.e. an agreement that is worded in such a way that it is not necessary for the Mayor or Clerk to sign it.

4. The applicant's lawyer handles the completion of the agreement, registers it on title, sends certificate of title and a registered copy of the agreement back to the Public Works Department along with the insurance requirements. The certificate of title that the lawyer provides certifies that the legal description and name of the owner contained in the registered agreement are correct.

5. The Public Works Department reviews the lawyer's certificate of title, the registered agreement and the insurance certificate to ensure these are correctly completed.

6. Once the documentation is in order, the Public Works Department determines the starting date for on site garbage collection.

7. The Public Works Department sends the original agreement and insurance certificate to the City Clerk for custody.

Province of Ontario

Document General

Form 4 - Land Registration Reform Act, 1984

D

FOR OFFICE USE ONLY

(1) Registry ☐ Land Titles ☐ (2) Page 1 of pages

(3) Property Identifier(s) Block Property Additional: See Schedule ☐

(4) Nature of Document
GARBAGE COLLECTION AGREEMENT

SCHEDULE 1
Proposed Standard Form of Agreement

(5) Consideration
Dollars $

(6) Description
(INSERT LEGAL DESCRIPTION)

New Property Identifiers Additional: See Schedule ☐

Executions Additional: See Schedule ☐

(7) This Document Contains : (a) Redescription ☐ New Easement ☐ Plan/Sketch ☐ (b) Schedule for: Description ☐ Additional Parties ☐ Other ☒

(8) This Document provides as follows:

The below signed Applicants in Box 10, agree to terms set out in the Schedule

Continued on Schedule ☐

(9) This Document relates to instrument number(s)

(10) Party(ies) (Set out Status or Interest) | Signature(s) | Date of Signature Y M D

APPLICANTS' NAMES | APPLICANTS' SIGNATURES

(11) Address for Service

(12) Party(ies) (Set out Status or Interest) Name(s) | Signature(s) | Date of Signature Y M D

THE CORPORATION OF THE CITY OF HAMILTON

(13) Address for Service
P.O. Box 2040, 71 Main Street West, Hamilton, Ontario L8N 3T4

(14) Municipal Address of Property

(15) Document Prepared by:
Law Department
City Hall
P.O. Box 2040
71 Main Street West
Hamilton, Ontario
L8N 3T4

FOR OFFICE USE ONLY

Fees and Tax

Registration Fee	
Total	

SCHEDULE "A"

WHEREAS the parties named in Box 10 of the attached Document General (hereinafter referred to as the "Applicants") have applied to the Corporation of the City of Hamilton (hereinafter referred to as the "City") requesting that collectable waste be collected from certain areas on their lands and premises, situate in the City of Hamilton and more particularly described in Box 6 of the attached Document General;

AND WHEREAS The Corporation of the City of Hamilton did by By-Law on the (insert day) of (insert month and year), approve the privilege hereinafter allowed to the Applicants, which application was presented to the City Council on the said date as Item (insert number) in a Report to the City Council of the Transport and Environment Committee;

AND WHEREAS this service is outside the normal service required to be performed by the City;

In consideration of the City collecting waste upon the said certain areas on their lands and premises, the Applicants covenant:

1. The Applicants covenant at their expense to maintain a route of access to the garbage collection area as outlined in a sketch attached hereto and marked as Schedule "B" to this Agreement, free and clear of obstructions, and with a surface sufficiently maintained, in the sole discretion of the Director of Public Works of the City, that it will admit access to the collection area by the trucks of the City's Public Works Department.

2. Should the City deem it necessary or desirable at any time or from time to time to require the Applicants to make alterations or improvements to the route of access or the collection area, the City shall notify the Applicants in writing to make such alterations or improvements at the Applicants expense. Should the Applicants fail to make such alterations or improvements within seventy-two hours of the date of said notice, the City shall terminate its collection of collectable waste from the collection area.

3. The Applicants covenant not to obstruct or interfere, in any way, with the route of access and collection area or to allow same to be obstructed or interfered with. If the said route of access and collection area is obstructed in such a way that the City cannot safely access the said route of access and collection area, the City may refuse to collect the collectible waste on the lands and premises while the said obstruction or interference remains.

4. In consideration of the City agreeing to perform the service aforesaid, the Applicants jointly and severally undertake to save harmless and agree to indemnify the City from all loss, expense or liability, or any of them in any combination, howsoever incurred by the City while its garbage collection agents are present on the said lands and premises, and the Applicants hereby waive as against the City all claims of whatsoever nature or kind, where such loss, expense, liability or claims arise, directly or indirectly out of or

are attributable to the presence of the City, its servants officers, agents or consultants on the said lands and premises, pursuant to the provisions of this Agreement and including but without restricting the generality of the foregoing, any loss, expense, liability or claim arising from the collection of collectable waste hereinbefore referred to, and whether such loss, expense, liability or claims result from the negligence of the City, its servants, officers,agents or consultants, or otherwise.

5.(1) The Applicants covenant to provide at their cost, and file with the Clerk of the City, prior to the commencement of the said collection of waste, either the insurance policies or certificates of insurance together with certified copies of the insurance policies in respect of any claim or claims for damages, injury or death arising out of the City carrying out the provisions of this Agreement; the said certificates of insurance must be signed by an authorized agent of the insurance company and the said certified copies of the insurance policies must be certified by the insurance company;

(2) Without limiting the generality of the requirements under paragraph 5.(1), the Applicants shall provide at a minimum the following Policies of Insurance:

(a) Comprehensive General Liability Insurance or Premises, Property and Operations Insurance with a limit of at least the amount of the City's deductible on its general insurance policy insuring the City and the Applicants for each accident in respect of bodily injuries or death of or persons or in respect of loss or damage to property of others which may arise as a result of the City carrying out the provisions of this Agreement. The Corporation of the City of Hamilton shall be added as an additional named insured in the said policy and the policy shall include a provision for cross-liability as between the named insureds.

(b) Non-owned Automobile Insurance with a limit of at least the amount of the City's deductible on its general insurance policy insuring the Applicants for each accident in respect of bodily injuries or death of persons or in respect of loss or damage to property of others which may arise as a result of the City carrying out the provisions of this Agreement.

(c) The aforementioned policies shall:

i) contain an Endorsement to provide that the policy will not be changed or amended in any way or cancelled until 30 days after prior written notice of such change or cancellation shall have been given to the City; and

ii) contain Standard Endorsement Form (SEF) N-96, providing coverage for the contractual liability assumed hereunder by the Applicants.

(3) The Applicants covenant to keep the said Policies

in force during the term of this Agreement and at least one month prior to the date of expiry of the insurance policies, shall provide the City with proof that the policies have been renewed and the premiums paid. If the said premiums are not paid by the date aforesaid, then the City shall be entitled to terminate forthwith the collection of waste pursuant to this Agreement.

6. The Applicants agree that any damages, loss, expense, liability or claims arising out of this Agreement, whether by way of indemnity or otherwise to the extent that such damages, losses, expenses, liability or claims not satisfied under the said Policies of Insurance, shall be charged against the lands of the Applicants and may be recovered in like manner as municipal taxes.

7. The Applicants shall give the City not less than 30 days notice in writing to terminate this Agreement. This Agreement is at the pleasure of City Council. The City may cancel this agreement upon thirty days notice to the Applicants with the exception of the circumstances outlined in paragraph two, where the notice period is seventy-two hours. Where the City terminates this agreement, the City shall not be responsible for any damage or harm to the Applicants or others resulting from the termination of the Agreement. Further, pursuant to paragraph 4, the Applicants shall indemnify and save harmless the City, its officers, servants, agents and consultants, from the consequences of such termination.

8. Any notice under this agreement shall be sufficiently given by personal delivery or by registered letter, postage prepaid and mailed in a Canadian post office, addressed to the addresses for service noted on the said document general and the date of receipt of any notice by mailing shall be deemed to be two days after mailing.

9. The Applicants covenant not to assign this Agreement without the prior written consent of the City.

10. The Applicants agree that the term "Applicants" in this Agreement means the owners from time to time and their heirs, executors, administrators, successors, tenants and assigns of the property described in Schedule "B" attached hereto, the present owners being the Applicants named herein; this Agreement runs with the property.

11. The Applicants agree that wherever the plural and masculine are used throughout this Agreement they shall be construed as if the singular and feminine had been used, where the context of the party or parties hereto so require and the rest of the sentence shall be construed as if the grammatical and terminological changes thereby rendered had been made.

12. The Applicants agree that there is no representation, warranty, collateral agreement or condition affecting this agreement except as expressed in it.

13. This agreement shall be governed by and construed in accordance with the laws of the Province of Ontario.

3.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 15

REPORT TO: Ms. Tina Agnello, Secretary
Transport and Environment Committee

FROM: Ms. P. Noé Johnson
City Solicitor

SUBJECT: Local improvements of concrete sidewalks on Upper Paradise Road between Stone Church Road and Lunner Avenue

RECOMMENDATION:

That City Council enact the appropriate By-law for the construction of local improvements of concrete sidewalks on Upper Paradise Road between Stone Church Road and Lunner Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on July 31, 1990, in adopting Item 12 of the 10th Report of the Transport & Environment Committee and Item 15 of the 20th Report of the Finance & Administration Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Thursday, October 4, 1990, the Ontario Municipal Board's Order No. E901177 was granted.

c.c. Mr. E. M. Gill, Acting Commissioner, Regional Engineering Department
Attn: Ms. L. Ryan
Mr. K. E. Avery, City Clerk
Mr. E. C. Matthews, City Treasurer Attn: Mr. Grant Keith

:sr
Att.

4.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 15

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: SUPPLY AND DELIVERY OF REFLECTIVE SHEETING DURING 1991, TRAFFIC DEPARTMENT

RECOMMENDATION:
That a purchase order be issued to 3M Canada Inc., London, being the only tender received, for the supply and delivery of Reflective Sheet as and when required during 1991 by the Traffic Department, for an estimated cost of $120 000, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and that this expenditure be financed from the Traffic Signs Materials Account No. 56154 75999.

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:
This tender was advertised and seven suppliers requested to bid, with only one responding. The attached spreadsheet shows the individual items to be ordered and the unit prices.

Ref: C17-15-90

THE CORPORATION OF THE CITY OF HAMILTON

SUPPLY & DELIVERY OF REFLECTIVE SHEETING

	#2271 - 24" x 50 yd.	#2275 - 24" x 50 yd.	#2277 - 24" x 50 yd.	6" x 50 yd.	30" x 50 yd.	36" x 50 yd.	3/8" x 50
3M Canada Inc., London	285.00	285.00	285.00	71.25	356.25	427.50	5.63

1/2" x 50 yd.	12" x 50 yd. Scotchal	1" x 50 yd. Scotchlite	6" x 50 yd.	8" x 50 yd.	12" x 50 yd.	18" x 50 yd.	24" x 50 yd.
15.00	71.25	95.00	142.50	213.75	285.00	356.25	427.50

30" x 50 yd.	36" x 50 yd.	1" x 50 yd. Silver	6" x 50 yd. Orange	12" x 50 yd. White	24" x 50 yd. Scotchal-White	1/2" x 50 yd. Black	5/8" x 50 yd. Black
356.25	427.50	49.00	71.25	118.00	408.00	8.50	10.62

2" x 50 yd. Scotchcal-Black	24" x 50 yd. Scotchlite-Red	4" x 50 yd. Scotchcal-Black	5" x 50 yd.	6" x 50 yd.	12" x 50 yd.	24" x 50 yd.	30" x 50 yd.
34.00	285.00	68.00	85.00	102.00	118.00	408.00	510.00

4" x 50 yd. Scotchcal-Red/Orange	12" x 50yd. White	8" x 50 yd. Black	12" x 50 yd. Black	12" x 50 yd. Reg. Yellow	12" x 50 yd. Bus Yellow	12" x 50 yd. Reg. Blue	30" x 50 yd. Yellow
104.00	204.00	136.00	204.00	190.64	190.64	190.64	356.25

36" x 50 yd. Scotchlite-Yellow	6" x 50 yd. Green	8" x 50 yd. Green	24" x 50 yd. Scotchlite-Silver	30" x 50 yd. Silver	36" x 50 yd. Silver	24" x 50 Yellow	30" x 50 Yellow
427.50	71.25	95.00	1092.00	1365.00	1638.00	1092.00	1365.00

REFLECTIVE SHEETING

2" x 50 yd.-Cones	2" x 50 yd. Black	24" x 50 yd. White	36" x 50 yd. Scotchlite-Yellow	4" x 30 yd. White Markings	4" x 120 yd.	8" x 30 yd.	8" x 60 yd.
84.00	20.00	408.00	1638.00	115.16	460.64	230.32	460.64

4" x 30 yd. -Yellow Markings	4" x 120 yd.	Pavement Arrows -Straight pk./2	Left Pkg./2	Right Pkg.	Straight/Right	Straight/Left
115.16	460.64	170.00	190.00	190.00	53.00	53.00

4" x 30 yd. - Detour-White	4" x 120 yd.	4" x 30 yd. - Detour-Yellow	4" x 120 yd.	6" x 30 yd. - Detour-Black
160.00	598.00	160.00	598.00	270.00

GST extra at 7%
PST not applicable

5

CITY OF HAMILTON

— RECOMMENDATION —

DATE: 1991 January 11

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Authorization to proceed to negotiate the acquisition of part of 614 Stone Church Road East (Parts 16 and 17, 62R-11096) from Alan & Florrie McGuirl - Butler Neighbourhood**

RECOMMENDATION:

a) (i) That the Director of Property be authorized to acquire vacant land known as Parts 16 and 17, 62R-11096, being part of 614 Stone Church Road East from Alan and Florrie McGuirl, which is required for roadway purposes (Acadia Drive) in the Butler Neighbourhood.

(ii) The costs of the acquisition are to be charged to Account Number CH 58303 00107 (Reserve for Services through unsubdivided lands).

b) That in the event the Director of Property is unsuccessful in negotiating the purchase of the required lands, the City Solicitor be authorized and directed to initiate expropriation proceedings, and, the Director of Property be authorized to retain an independent fee appraiser to prepare an appraisal of market value.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City will establish a One (1) Foot Reserve along the proposed roadway in order to recover the costs for land and services from the abutting owners.

BACKGROUND:

The developer of the lands abutting on Acadia Drive, north of Beaverton Drive (Nick Carnicelli of Carriage Gate Homes Ltd.) has been attempting since 1989 to negotiate without success the acquisition of (Parts 16 and 17, 62R-11096) .054 acre of land from the owners of 614 Stone Church Road East, in order to complete the acquisition of the road known as Acadia Drive.

Throughout the year 1989, the City did assist other developers in the area by acquiring the other parcels for Acadia Drive located to the west of this parcel.

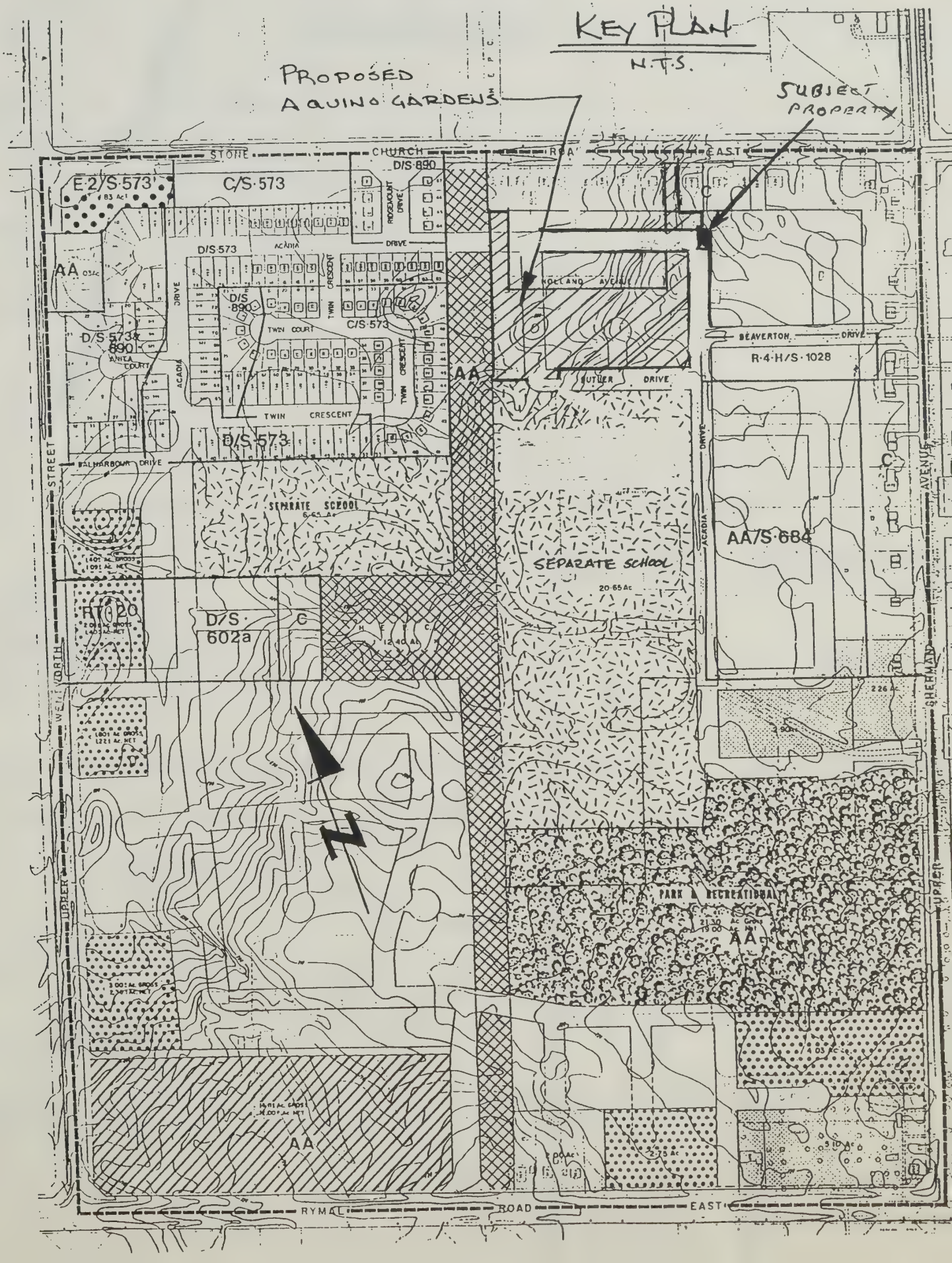
After reviewing the Offers made to Mr. & Mrs. McGuirl by Mr. Carnicelli, it is the opinion of this department that the developer's price made to Mr. & Mrs. McGuirl was fair and reasonable and that this situation now falls within our guideline whereby, this department can recommend to acquire the roadway.

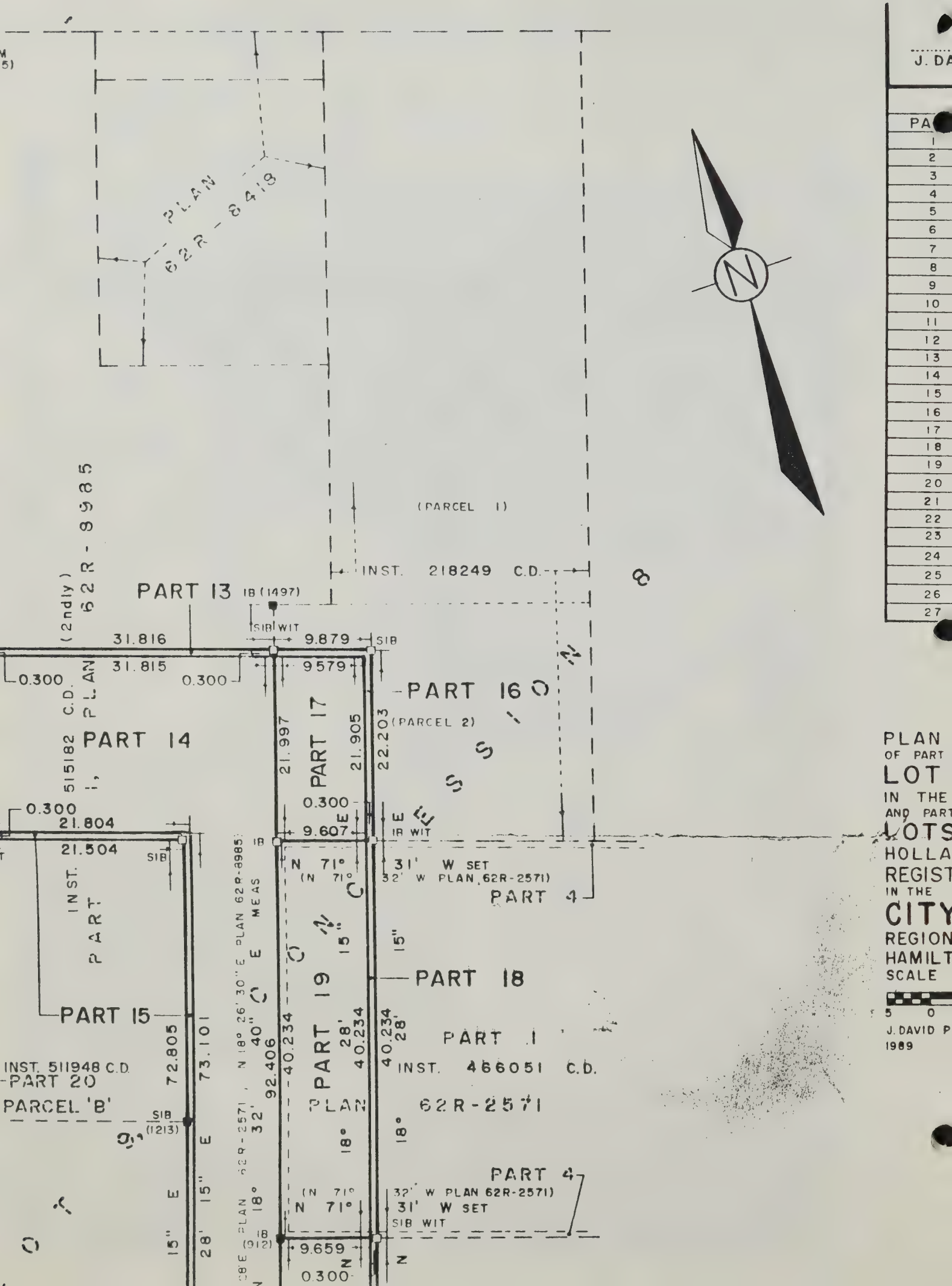
The above recommendations are in accordance with the City's policy to assist developers to establish roadways to their subdivision promoting the development of land for housing.

Attach.

c.c. - Mrs. P. Noé Johnson, City Solicitor
- Mr. E. C. Matthews, Treasurer
- Ms. L. MacNeil, Property Clerk, Surveys
- Mr. T. Gill, Senior Director - Roads
Attention: Mr. K. Brenner

(4504)


KEY PLAN
N.T.S.
PROPOSED AQUINO GARDENS
SUBJECT PROPERTY
STONE CHURCH ROAD EAST
E-2/S-573
C/S-573
D/S-890
AA
D/S-573
ACADIA
TWIN COURT
TWIN CRESCENT
ROSEMOUNT DRIVE
HOLLAND AVENUE
BEAVERTON DRIVE
R-4-H/S-1028
BUTLER DRIVE
BALMHARBOUR DRIVE
SEPARATE SCHOOL
AA/S-684
R1/20
D/S-602a
PARK & RECREATIONAL
RYMAL ROAD EAST
UPPER WENTWORTH STREET
UPPER SHERMAN AVENUE



PLAN
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J. DAVID P
1989

JAN 16 1991

6a.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 15

REPORT TO: Ms. T. Agnello
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: Recovery of Cost for Retrieving Lost Items From Catch Basins (91-3050)

RECOMMENDATION:

(a) That a fee of $20.00 be charged for retrieving lost items from catch basins.

(b) That this fee be adjusted annually, according to the actual costs incurred.

J. G. Pavelka

J. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

½ hour of a single operator/labourer and a truck

1 OPERATOR/LABOURER	
@ $27.00/HR	$13.50
1 TRUCK	
@ $6.80/HR	3.40
	$16.90

BACKGROUND:

Presently, the Public Works Department charges a nominal fee of $3.00 to respond to a problem when someone accidently drops an item, such as car keys, into a catch basin.

Interestingly enough, as unusual as this may seem, the actual experience across the City is that something is lost in a catchbasin on an average of 2 to 3 times per week. So over a year, the Public Works Department is requested to spoon out the sediment in the bottom of the catch basin approximately 100 to 150 times to find items lost in catch basins.

When such a complaint is received, the Public Works Department endeavours to respond immediately by sending an operator/labourer in a truck to the location. At the location, the employee will open the catch basin and spoon out the sediment from the sump at the bottom of the catch basin until he finds the lost article or until the catch basin is cleaned.

Up until now, this activity has been covered under "Manual Catch Basin Cleaning" recognizing that the catch basin has been properly cleaned.

However, the catch basin may not have been scheduled for cleaning for 6 months, so the work done is actually over and above the normal operation.

On average, to respond to the call, approximately ½ hour of a single operator/labourer and a truck is required. Therefore, staff are of the opinion that there should be a charge for this service based on the average time spent to respond.

1 OPERATOR/LABOURER	
@ $27.00/HR	$13.50
1 TRUCK	
@ $6.80/HR	3.40
	$16.90

JGP/jdh

c.c. Mr. D. Lobo, Manager of Streets & Sanitation

JAN 16 1991

6b.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 16

REPORT TO: Ms. T. Agnello
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: Budget Reduction Packages to Get to 0% (91-1035)

RECOMMENDATION:

(a) That the Public Works Department temporarily reduce its present level of service for the following until the Transport and Environment Committee and Council finalize the 1991 Current Budget appropriations.

Manual Litter Pick Up

i Currently, litter in the Downtown Area is collected 7 days per week. The budget reduction packages provide for 2 days of collection so the manual litter pick up in the Downtown Area would be reduced to 5 days per week.

ii Beyond the Downtown Area, manual litter collection is provided 5 days per week. The budget reduction package provides for 2 days of collection so that manual litter pick up beyond the Downtown Area would be reduced to 3 days per week.

Emptying of Litter Containers

i Litter containers in the Downtown Area are emptied 7 nights per week. the budget reduction package provides for eliminating the emptying of the litter containers every second night so the litter container service in the Downtown Area would be reduced to every second night.

ii Litter containers beyond the Downtown Area are emptied every second night currently. The budget reduction package provides for reducing this service by ½ so that litter containers beyond the Downtown Area would be picked up every fourth night.

J. Pavelka

J. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Approximately $45,000 of the $179,700 will have been spent by the end of March.

BACKGROUND:

City Council has directed staff to itemize programs and/or levels of service so that there is a zero increase between the 1991 appropriation and the 1990 appropriation.

The Streets and Sanitation Divisions are preparing this information as requested.

However, of the 17 suggestions that will be presented during the current budget deliberations, 2 of the suggestions involve activities presently being undertaken:

a. manual litter pick up
b. emptying of litter containers

So, the Streets and Sanitation Divisions are presently carrying on the previously approved levels of service for these activities. However, by doing so 1/4 of the proposed reductions as outline in the table below will be spent by the time the current budgets have been considered by the Standing Committees and City Council

	PROPOSED REDUCTIONS	QUARTERLY EXPENDITURES (JAN, FEB, MARCH)
MANUAL LITTER PICK UP	$ 86,000	$21,500
EMPTYING OF LITTER CONTAINERS	$ 93,700	$23,425
	$179,700	$44,925

Accordingly, this report is to bring this concern to the Committee's attention and recommend that the level of service for both manual pick up and emptying of litter containers be reduced to comply with Council's direction to entertain a 0% increase.

JGP/jdh

c.c. Mr. Lou Sage, Chief Administrative Officer
Mr. D. Lobo, Manager of Streets & Sanitation
Mr. E. C. Matthews, Treasurer

7a

CITY OF HAMILTON

- RECOMMENDATION -

DATE: January 14, 1991

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Miss Tina Agnello, Secretary
Transport and Environment Committee

SUBJECT:

Canada's National Safety Conference
May 12, to May 14, 1991, Hamilton, Ontario

RECOMMENDATION:

(a) That the Chairman and other Committee Members be authorized to attend Canada's National Safety Conference to take place on May 12 to May 14, 1991 in Hamilton.

(b) That costs for attendance be allocated to Alderman Travel Account No. CH55201 10010 from the 1990 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Costs to be charged to Alderman Travel Account No. CH55201 10010 from the 1990 Operating Budget.

BACKGROUND:

Conference Outline as attached

CSC CCS

Canada Safety Council

In co-operation with the Hamilton Safety Council

Plan now to attend!

CANADA'S NATIONAL SAFETY CONFERENCE

Safety Starts in your Community

May 12-14, 1991 – Hamilton, Ontario

Featuring

"HEROES"

The 1991 conference will open with a powerful multi-media program developed in Alberta as a community response to the high number of permanent head and spinal cord injuries among young people. HEROES won the 1990 International Gold Award for Education and Training from the Association for Multi-Image International.



A MUST FOR:

- **S**afety/health promotion professionals, representatives and educators.
- **D**riving professionals/ trainers, traffic administrators.
- **C**ommunity service organizations and elected representatives.
- **B**usinesses who wish to enhance their community involvement.

A great opportunity to exchange ideas.

(Disponible en français)

Message from the Chairman



The Canada Safety Council's 1991 National Conference focuses on individuals, businesses and community based organizations taking the initiative – and the responsibility – to prevent accidents in their "community". That community could be your local neighbourhood, the people within an organization, the marketplace served by your business, or any group with a common bond.

You'll see examples of outstanding safety projects made possible through collaboration. You'll hear what can be done, how it can be done, why it must be done. You'll return with ideas, methods and contacts to help you achieve results.

I invite you to join us in Hamilton, May 12 to 14, 1991.

Derek Smith
Chairman

The Canada Safety Council is the national co-ordinating body for Canada's safety movement, dedicated to reducing death, injury and economic loss caused by accidents. Council programs cover safety on-the-job and off-duty, in traffic, at home and at leisure.

Conference at a glance

Sunday, May 12	**Hamilton Sheraton**
3:00 p.m. – 6:00 p.m.	Registration
3:30 p.m. – 5:30 p.m.	Bus tour of Hamilton
7:30 p.m. – 10:00 p.m.	Opening Ceremonies

Monday, May 13	**Hamilton Convention Centre**
8:00 a.m. – 3:30 p.m.	Registration
8:00 a.m. – 5:00 p.m.	Exhibits
8:30 a.m. – 9:00 a.m.	Annual General Meeting and Resolutions
9:15 a.m. – 10:45 a.m.	HEROES Jim Frith, University of Alberta Hospitals Injury Awareness and Prevention Centre
11:15 a.m. – Noon	Keynote Address: "Canada's Model Safety Community" Mayor Stan Lawlor, North Bay, Ontario
1:30 p.m. – 4:30 p.m.	Working Sessions Audio-visual Preview Room (from 1:00 p.m.)
6:30 p.m.	Italian supper and evening program (Optional)

Tuesday, May 14	**Hamilton Convention Centre**
8:00 a.m. – 1:30 p.m.	Registration
8:00 a.m. – 3:30 p.m.	Exhibits Audio-visual Preview Room
9:00 a.m. – Noon	Working Sessions
12:30 p.m. – 1:00 p.m.	Awards Presentation
1:30 p.m. – 2:15 p.m.	Working Sessions
2:45 p.m. – 4:00 p.m.	Putting it all together (2 concurrent sessions) "Community Based Initiatives" John Lord "Training Techniques" Bobby Jordan
6:30 p.m.	Closing Reception and Banquet

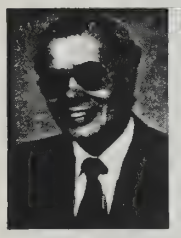
End of Conference Program

Companions' Program

Sunday:	Opening Reception
Monday:	Niagara Peninsula Tour, including Niagara Falls, Niagara-on-the-Lake and visit to a winery
Tuesday:	Local Area Highlights including Dundurn Castle and Royal Botanical Gardens; Closing Reception and Banquet

Keynote speaker

Monday, May 13 – 11:15 a.m.



Mayor Stan Lawlor,
North Bay, Ontario
The mayor of North Bay has won several awards for his leadership in safety. From a record high occupational injury rate among municipal employees, Mayor Lawlor successfully led his community to become **Canada's Model Safety Community.**

You will find out how he made it happen, as Mayor Lawlor shares his "Before and After" story: The North Bay Safety Community Project; who is involved, programs, methods, future direction. How any community can become a Safe Community.

Putting it all together

Tuesday, May 14 – 2:45 p.m. to 4:00 p.m.
Two concurrent practical sessions, two dynamic speakers – one focusing on effective community action, the other on the latest in training techniques.

■ **John Lord**, Centre for Research and Education in Human Services, Kitchener, Ontario
Community Initiatives that Work
Characteristics of effective community based initiatives, the importance of understanding community, the need to engage communities in change and principles of developing effective interventions. A powerful speaker, Mr. Lord will share his extensive experience in community development and research.

■ **Bobby Jordan**, Browning Ferris Industries (International), Houston, Texas
Training Techniques for the Supervisor
How to train and motivate staff to achieve your corporate safety goals. Supervisors observe employees daily as they perform their work, so much of the training occurs during this time. Mr Jordan, an internationally acclaimed speaker in the field of safety training, will focus on communication techniques to improve on-the-job training.

Working Sessions

Monday, May 13



Occupational Safety

1:30 p.m. – 2:45 p.m.
Designing and Implementing your Safety Training Program

Charles R. Lay, President, TRACOM, Virginia, USA
The importance of a good safety training program; key elements; how to prepare for training; how to make sure your training is working.

3:15 p.m. – 4:30 p.m.
A Knight In Shining Armour – An Illusion of Protection?

Dr. Herbert Buchwald, General Manager, Health Care Occupational Health and Safety Association and Ed Herechuk, President, Ontario Provincial Council of Labour (CFL): Co-chairmen, Canadian Council on Protective Equipment (CCOPE)
How effective is today's protective equipment? How can we meet the needs and expectations of Canadian workplaces?



Public Safety

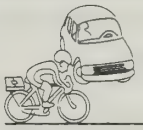
Afternoon Program
How businesses can promote safety in their community

1:30 p.m. – 2:45 p.m.
The Insurance Industry: Partners in Community Safety

Murray Wallace, President, Wellington Insurance Company
How Wellington Insurance is promoting consumer safety awareness in the communities where it does business and how community groups can work with the insurance industry to meet mutual goals and objectives.

3:15 p.m. – 4:30 p.m.
Medicine Cabinet Clean-up Campaign

David Miovanovic, Metro Toronto Pharmaceutical Association
How Toronto pharmacists implemented a program to clean up unsafe medication.



Traffic Safety

1:30 p.m. – 2:45 p.m.
Enforcement Programs

This session will highlight innovative approaches to traffic enforcement in Canada.

3:15 p.m. – 4:30 p.m.
Collision Reconstruction

Murray Dance, Transport Canada
An expert in seat belts, child restraints and vehicle defects will describe how accident reconstruction is used as a tool to improve road safety.

Delegate Information

Sunday, May 12: Registration and conference activities take place at the Hamilton Sheraton Hotel.

Monday, May 13 and Tuesday, May 14: Registration takes place at the Hamilton Convention Centre; Working Sessions at the Convention Centre and the Sheraton.

Continental Breakfast, Refreshment Breaks and luncheon sandwiches will be served on Monday and Tuesday in the exhibit area.

Social Events and Entertainment

Sunday, May 12: Take the **Bus Tour of Hamilton** to see the highlights of the city, with commentary on the historic buildings and churches, a visit to McMaster University and a trip up the Niagara Escarpment for a view of the lower city and Bay area. Numbers are limited, so register in advance. At the **Opening Ceremonies** you'll be treated to the famous Dofasco Male Chorus, pianist Marilyn Lupton, and a Wine and Cheese Reception.

Monday, May 13: The optional evening program is fittingly called **Vino e Amore** – an unforgettable Italian feast, complete with strolling musicians, prizes and dancing.

Tuesday, May 14: Closing festivities include a dinner dance, with the music of the John Bentley Orchestra.

Registration

Full registration fee ($250 by March 1, $295 after March 1) includes all events except the Monday evening program.

Partial delegate fees:
Single day: $150;
half day: $80.

Companion: $90.*
Companions' Program includes tours and social events as described.

Sunday Bus Tour: $5 per person* *(optional).*

Monday evening program: $37 per person * *(optional)*.*

Tuesday banquet only: $35 per person* *(included in full registration and companion fee).*

(GST applicable to asterisked items.)*

To register complete the Registration Form or contact:

Canada Safety Council
6 – 2750 Stevenage Drive
Ottawa K1G 3N2

Tel. (613) 739-1535
FAX: (613) 739-1566

On-site registration desk hours:

Sunday, May 12, Sheraton Hamilton
3:00 p.m. – 6:00 p.m.

Monday, May 13, Hamilton Convention Centre 8:00 a.m. – 3:30 p.m.

Tuesday, May 14, Hamilton Convention Centre 8:00 a.m. – 1:30 p.m.

Accommodation

Delegates are responsible for arranging their own accommodation. To ensure room availability, delegates should make hotel reservations prior to April 1, 1991. Mention you are attending the CSC Conference. The Sheraton is connected by skywalk to the Hamilton Convention Centre.

Hamilton Sheraton:
116 King Street West, Hamilton, Ontario.
Tel. (416) 529-5515 Fax (416) 529-8266
$90 single / $105 double

If you plan to arrive before Sunday, May 12: A block of rooms has been reserved for CSC delegates needing accommodation on the Friday or Saturday night at the Holiday Inn, a short walk from the Sheraton and Convention Centre: **Holiday Inn**:
150 King Street East, Hamilton, Ontario
1-800-HOLIDAY
$85 single/double

Official Airline

Scheduled bus service is available between Pearson Airport (Toronto) and Hamilton.

Air Canada has been appointed Official Carrier for the Conference. By reserving your flight through Air Canada Convention Central you are guaranteed a saving of at least 15% off the regular economy fare. Certain fares offer greater savings.

You will be ticketed at the lowest available fare for which you qualify. Convention fare terms: minimum stay 2 nights, maximum stay 15 days.

Call Air Canada Convention Central at 1-800-361-7585. Mention you are attending the Canada Safety Council Conference, Event # 91-274.

Cancellation / Substitution Policy

Delegate substitution is permitted up to and including the first day of the conference. No refunds are given for cancellations received after May 1, 1991. There is no charge for cancellations received in writing on or before that date.

Sponsors

Ontario Ministry of Transportation and Communications
Canadian Standards Association
Bridgestone/Firestone Canada Inc.

CSC CCS
Canada Safety Council
6 – 2750 Stevenage Drive, Ottawa, Canada K1G 3N2
Telephone: (613) 739-1535 Facsimile (613) 739-1566

76.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: January 15, 1991

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Miss Tina Agnello, Secretary
Transport and Environment Committee

SUBJECT:

Ontario Good Roads Association Annual Conference
February 24 to February 27, 1991, Toronto, Ontario

RECOMMENDATION:

(a) That the Chairman or his designate be authorized to attend the Ontario Good Roads Association Annual Conference February 24 to February 27, 1991 in Toronto.

(b) That costs for attendance be allocated to Alderman Travel Account No. CH55201 10010 from the 1990 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Costs to be charged to Alderman Travel Account No. CH55201 10010 from the 1990 Operating Budget.

BACKGROUND:

Conference Outlined as attached

ONTARIO GOOD ROADS ASSOCIATION

ANNUAL CONFERENCE

Sunday, February 24 to Wednesday, February 27, 1991

ROYAL YORK HOTEL, TORONTO

PROGRAMME HIGHLIGHTS

Theme: **"Transportation: Value and Vision"**

Sunday, February 24

2:00 p.m. to 8:00 p.m.	**REGISTRATION**
6:00 p.m. to 8:00 p.m.	**OPENING RECEPTION**

Monday, February 25

9:00 a.m. to 10:15 a.m.	**OPENING CEREMONY AND SESSION** President's Remarks: David Murray, Reeve, Township of Fenelon Keynote Speaker: Hon. Ed Philip, Minister of Transportation
10:15 a.m. to 12:00 noon	**DEBATE: CANADA'S INFRASTRUCTURE - DECAY OF THE NATION?** Debaters: CTV's Canada AM Panel: Hugh Segal, Gerald Caplan and Senator Michael Kirby
12:00 noon to 1:30 p.m.	**OGRA PRODUCTIVITY IMPROVEMENT WORKSHOP**
1:30 p.m. to 3:00 p.m.	**DELEGATE SESSIONS** **The Cost of Public Participation - Talk Isn't Cheap** Speakers: Mayor Helen Cooper, City of Kingston; Tom Lederer from the firm Osler, Hoskin, Harcourt; Kai Millyard, Policy Advisor, Friends of the Earth (invited)
3:00 p.m. to 4:30 p.m.	**Resolutions Debate**
3:30 p.m. to 5:00 p.m.	**OGRA PRODUCTIVITY IMPROVEMENT WORKSHOP**
6:00 p.m. to 7:30 p.m.	**PRESIDENT'S RECEPTION for Wardens, Regional and District Chairmen, and Northern Mayors and Reeves** (by invitation)

Tuesday, February 26

9:00 a.m. to 12:00 noon	**REFRESHER SEMINAR FOR COUNCILLORS** **Conditional Road Grants - Why They Work** Robert Dempsey, OGRA Second Vice-President **Council-Staff Relations: The Case of Council and Public Works Employees** Allan O'Brien, Municipal Consulting **Priority Planning and Budgeting in Municipal Roads Departments** Hans Muntz, Manager, OGRA Productivity Improvement Program **The Changing Role of the Ontario Municipal Board** John Kruger, Chairman, Ontario Municipal Board

... over

12:30 p.m.	**AWARDS LUNCHEON**
	Presentation of W. Scott McKay Memorial Award, Michael Woodcroft Memorial Award, and Long Service Awards
	Tickets: $18 (+GST) per person
1:30 p.m. to 3:00 p.m.	**OGRA PRODUCTIVITY IMPROVEMENT WORKSHOP**
2:30 p.m. to 4:30 p.m.	**CONCURRENT SEMINARS**
	1. **ASSOCIATION OF ONTARIO ROAD SUPERINTENDENTS**
	(a) **Recycling of Concrete and Asphalt**
	(b) **Update on AORS Road Supervisors Certification Program**
2:30 p.m. to 4:30 p.m.	2. **MUNICIPAL ENGINEERS ASSOCIATION**
	(a) **Freedom of Information in Public Works Departments**
	(b) **Designing the Ideal Roads Department under County Government Restructuring**
	(c) **Privatization of Public Works Activities**
7:00 p.m.	**ANNUAL DINNER**
	Entertainment: Bill Carr, Humorist
	Tickets: $43 (+GST) per person

Wednesday, February 27

9:00 a.m. to 9:15 a.m.	**ANNUAL GENERAL MEETING**
	Auditor's Report Nominating Committee Report and Election of Officers Installation of 1991-92 President
9:15 a.m. to 11:45 a.m.	**DELEGATE SESSIONS**
9:15 a.m. to 10:00 a.m.	**Deputy Minister's Address** Pat Jacobsen, Deputy Minister of Transportation
10:00 a.m. to 11:00 a.m.	**Environmental Issues in Transportation**
	R.C. Hodgins, Manager, Environmental Office, Ministry of Transportation
11:00 a.m. to 11:45 a.m.	Closing Keynote Speaker: Michael Adams, President, Environics Limited
12:00 noon	**CLOSING LUNCHEON**
	Speaker: David Chilton, author of "The Wealthy Barber"
	Tickets: $18 (+GST) per person

Adjournment of the 1991 Annual Conference

8a

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: January 15, 1991
DEPT FILE: T104-91
COMM FILE:

SUBJECT

1991 Current Local Roads Budget - Hamilton Hydro's Capital Streetlight Construction Programme.

RECOMMENDATION

a) That Hamilton Hydro's proposed 1991 Streetlight Construction Programme attached as Schedule A be received;

b) That the Committee request the approval of the Finance and Administration Committee to spend up to $300,000 of the proposed $411,800 1991 Streetlight Capital Construction Programme to allow for Hamilton Hydro's contract preparation and construction to commence prior to final budget approval.

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

The financing for Hamilton Hydro's Capital Works is included within the Streetlight portion of the proposed 1991 City of Hamilton Current Budget. A total of $2,698.240 has been allotted the Streetlight Account, which includes funding for hydro (energy), construction and maintenance.

Cont'd...

1991 Current Local Roads Budget - Hamilton Hydro's Capital Streetlight Construction Programme.

Cont'd...

BACKGROUND

The draft 1991 Current Budget includes a provision in the amount of $2,698,240 for streetlighting, of which $411,800 is allocated for Hamilton Hydro's Capital Construction Programme. The majority of this programme involves work in conjunction with roadway reconstruction projects, however funds are also provided for miscellaneous upgrades and spot improvements.

Hamilton Hydro has requested that $300,000 of the proposed $411,800 Current Budget be approved for expenditure prior to final budget approval. With these funds, hydro may prepare contracts and undertake pole relocation prior to commencement of road reconstruction.

LR:sw

cc: E. C. Matthews, City Treasury
cc: J. D. Thompson, Secretary, Finance and Administration Committee
cc: K. Avery, City Clerk

SCHEDULE "A"

Proposed 1991 Streetlighting Capital Construction Program

i. Roadway projects
   - Main Street West
   - Main Street East
   - Main Street at Kenilworth Avenue
   - Upper Ottawa Street at Mohawk Road

ii. Allowance for Spot Improvements

iii. Allowance for Miscellaneous Projects

iv. Upper Ottawa Street

v. Upper Wentworth Street

vi. Clairmont Access

vii. Miscellaneous Upgrades

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FOR ACTION

JAN 11 1991

REPORT TO: T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: January 4, 1991
DEPT FILE: T103-14
COMM FILE:

SUBJECT:

Revision of Annual Charges for Overweight Permits

RECOMMENDATION

a) That the existing 1990 charges per metric tonne of overload be amended for 1991 as follows:

Type of Vehicle	1990 Charge	% Increase	1991 Charge
Tractor Trailer	$121.00	5.0%	$127.00
Single Unit Truck	$202.00	5.0%	$212.00

b) That the above fees be reviewed each year.

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations".

BACKGROUND

Traffic By-Law No. 89-72 provides for the issuance of annual permits for any overweight vehicle travelling on City Streets, provided a fee has been forwarded to the City Treasurer for the weight in excess of that permitted by the Highway Traffic Act.

Cont'd .....

Revision of Annual Charges for Overweight Permits

Cont'd .....

Currently the fee for each tonne is $121.00 for tractor trailer combinations and $202.00 in the case of a single unit.

As recommended by your Committee and approved by City Council on January 22, 1990, the above-noted rate has to be revised to reflect the variation in construction cost of a standard 8.5m wide roadway.

LR:ja

cc: P. Noe Johnson, City Solicitor
cc: E.C. Matthews, City Treasurer
cc: M. Main, Traffic Department

8c

FOR ACTION

JAN 11 1991

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: January 4, 1991
DEPT FILE: T103-14
COMM FILE:

SUBJECT

Annual Overload Permit
K's Transport Incorporated

RECOMMENDATION

a) That in accordance with By-Law 89-72, that K's Transport Incorporated be given an Annual Overload Permit for the year 1991 for nine (9) tractor trailers for a total fee of $11,773.00; and,

b) That 11% or $1,295.00 be credited to City Account No. 25827011 (Overload Permit Fees), and that 89% or $10,478.00 be credited to Regional Account No. 46025-301502.

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

Nine (9) vehicles carrying 10.3 tonnes overload each at a proposed 1991 $127.00 overload charge per tonne results in a total fee of $11,773.00, of which 11% or $1,295.00 relates to City streets and 89% or $10,478.00 relates to Regional roads.

BACKGROUND

We have received a request from K's Transport Incorporated for an Annual Overload Permit for nine (9) tractor trailer units to haul slag from Dofasco and Stelco along Wilcox Street, Burlington Street, Parkdale Avenue, Windermere Road and Strathearne Avenue. Each truck will make approximately fourteen (14) trips per day.

Cont'd .....

Annual Overload Permit
K's Transport Incorporated

Cont'd .....

We have reviewed the vehicles involved and in accordance with By-Law 89-72 and the related current regulations of the Highway Traffic Act, find that the overloads and the related permit fee is as follows:

Nine (9) vehicles - 10.3 tonnes overload each at $127.00 per tonne = $11,773.00

LR:ja

cc: R. Pietroniro, Regional Finance
cc: R. Hayes, City Treasury Department

8d

JAN 10 1991

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: January 8, 1991
DEPT FILE: T103-50(901)
COMM FILE:

SUBJECT

Inadvertent Encroachment Agreement
2 Devonport Street

RECOMMENDATION

That the application of Mr. David Parr, owner of 2 Devonport Street, to retain the inadvertent encroachment consisting of steps and a landing measuring 4.8' X 13.0' be approved during the pleasure of Council provided:

a) That the owner enter an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all action, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege.

c) That the Mayor and City Clerk, be authorized to sign and execute all necessary documents to implement this agreement.

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd .....

Inadvertent Encroachment Agreement
2 Devonport Street

Cont'd .....

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objections. The City has allowed this type of encroachment in the past.

JKC:ja

cc: S. Gabruss, City Solicitor's Department

FOR ACTION

JAN 11 1991

8e

REPORT TO: MS. T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: January 9, 1991
COMM FILE:
DEPT FILE: 800-91

SUBJECT

1991 Road and Sidewalk Capital Reconstruction Programme
- Proposed Road Widenings

RECOMMENDATION

a) That the proposed widening from 7.3 metres to 8.5 metres of Rodgers Road from King Street East to Central Avenue and Balmoral Avenue from Main Street East to King Street East be approved; and,

b) That City Council enact the necessary alteration by-laws.

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

The widening and reconstruction of Rodgers Road and Balmoral Avenue are included in the proposed 1991 Road and Sidewalk Capital Reconstruction Programme.

BACKGROUND

City Council at its meeting dated November 19, 1990, approved the advertising of three proposed road widenings as per Section 301 of the Municipal Act. The following roadways were advertised:

Rodgers Road - King Street East to Central Avenue
Balmoral Avenue - Main Street East to King Street East
Binkley Road - Main Street West to Sanders Boulevard.

These widenings were advertised in The Spectator for four (4) consecutive weeks starting Thursday, December 27, 1990.

Cont'd .....

1991 Road and Sidewalk Capital Reconstruction Programme
- Proposed Road Widenings

Cont'd .....

Concerns from the residents of Binkley Road have been received regarding the proposed 1.2 m widening. In consideration of the opposition that has occurred, the widening of Binkley Road has not been included in the "Recommendation" section of this report. Comments/concerns have not been received to-date regarding the proposed widenings of Rodgers Road or Balmoral Avenue. As such, staff recommends that widening occur in conjunction with the proposed road and sidewalk reconstruction.

LR:cad

cc: K. Avery, City Clerk
cc: P. Noe Johnson, City Solicitor
cc: D. Onishi, Director
Engineering Services

&f

FOR ACTION

JAN 11 1991

REPORT TO: MS. T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: January 10, 1991
COMM FILE:
DEPT FILE: 802-108

SUBJECT:

Independent Concrete Sidewalk Construction on the East Side of Nash Road at Barton Street.

RECOMMENDATION:

a) That the Transport and Environment Committee recommend to City Council that the construction of an independent concrete sidewalk on the east side of Nash Road between Barton Street and a point 24 metres southerly be proceeded with at an estimated gross cost of $3,200.00 as provided for in the 1990 portion of the 1990-1994 Capital Budget as Project No. 041-30000 - City's Share of Local Improvements;

b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project;

c) That the Acting Commissioner of Engineering be directed to prepare a survey plan and by-law to incorporate the required daylight triangle into road allowance;

d) That the Acting Commissioner of Engineering be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received.

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

Cont'd .....

Independent Concrete Sidewalk construction
on the east side of Nash Road at Barton Street

Cond't...

FINANCIAL IMPLICATIONS:

The construction of an independent concrete sidewalk at this location has been estimated at a gross cost of $3,200.00. The lands adjacent to the proposed works, Eastlawn Cemetary, are owned by the City of Hamilton. Funds have been provided for the construction of this sidewalk in the 1990 portion of the 1990-1994 Capital Budget as Project No. 041-30000 - City's Share of Local Improvements.

BACKGROUND:

Sidewalks have not been constructed on the east side of Nash Road in the vicinity of Eastlawn Cemetary. An H.S.R. bus stop with concrete landing pad is located on the east side of Nash Road approximately 24 metres south of Barton Street. Passengers wishing to access this stop from the existing concrete walk on Barton Street must do so via a dirt path which, during inclement weather, creates a barrier for accessability.

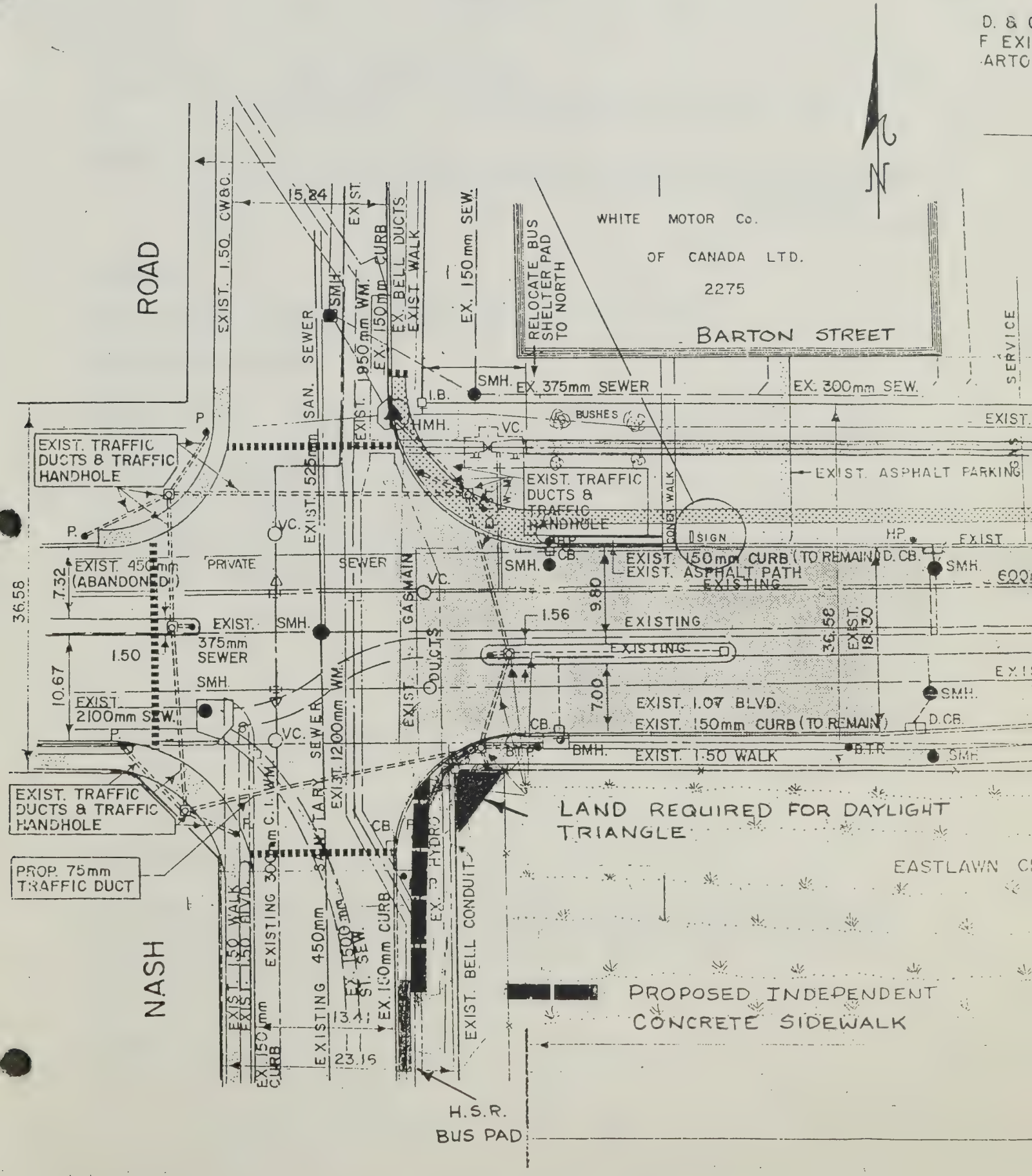
Adequate road allowance is available to construct independent concrete sidewalks, however it has been noted that a daylight triangle has not been provided on the south east corner. A daylight triangle provides an area for the use of traffic signal hardware, future corner radius revisions, and adequate sight visibility. The acquisition of this land, shown on the attached sketch, is presently underway.

LR:ja
attach

cc: E.C. Matthews, City Treasurer
cc: V.J. Abraham, Director of Local Planning
cc: D. Onishi, Director of Engineering Services
cc: J. Pavelka, Director of Public Works
cc: J. Thompson, Secretary, Finance and Administration Committee

NASH ROAD AT BARTON STREET

PROPOSED CONCRETE SIDEWALK AND LAND ACQUISITION



89

FOR ACTION

JAN 11 1991

REPORT TO: T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P. ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: January 10 1991
COMM FILE:
DEPT FILE: E308-02F

SUBJECT

Hotz and Sons Application - Household Hazardous Waste Depot

RECOMMENDATION

That the Ministry of the Environment be informed that the City of Hamilton has no objections to Hotz and Sons receiving a Certificate of Approval to operate, on behalf of the Region, its proposed facility located at 239 Lottridge Street in Hamilton, for purposes of providing a five-year term "Household Hazardous Waste Program" for the residents of the Region. Furthermore, it is also recommended that the Ministry of the Environment be advised that the City of Hamilton supports Ministry staff who are prepared to recommend that no hearings be held under the Environmental Assessment Board for this particular project.

Ted Gill

E.M. Gill, P. Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

The Region of Hamilton-Wentworth is currently in the process of finalizing a five-year term contract with Hotz and Sons for the provision of a weekly Household Hazardous Waste Program, to be operated by Hotz staff at their facility located at 239 Lottridge Street in the City of Hamilton.

Cont'd...

Hotz and Sons Application - Household Hazardous Waste Depot (Cont'd)

The purpose of this program is to permit Regional householders to dispose of various household chemicals in an environmentally safe manner, conveniently, and at no charge.

In the past four years the Region's programs have been comprised of three occasions annually, usually three consecutive Saturdays in October. The demand for these programs has increased dramatically to a level that now requires the Region to offer the programs on a weekly basis in order to satisfy the regional taxpayers' needs.

It has been determined that the most cost effective way to accommodate a once-per-week schedule is to establish a permanent, centrally located, and easily accessible facility. The Region's contractor, Hotz and Sons has established the location and is currently in the process of completing the physical site works, as well as finalizing the various site approvals and other relevant legal requirements in order to provide the first of its weekly programs before the end of January 1991.

The most significant component of the Hotz preparatory work is to obtain a Certificate of Approval from the Ministry of the Environment in order to establish and operate the facility. Hotz officials have submitted the appropriate application and documentation to the Ministry who are reviewing it for compliance. The Ministry's review will not be completed until it receives final comments from all other jurisdictional agencies, one of which is the City of Hamilton. In this respect it is essential that the City respond favourably otherwise the programs could be delayed.

Engineering staff have been working jointly with Ministry staff to ensure that the Hotz facility complies satisfactorily in all respects. Recent visits to the plant by staff, as well as stringent reviews by Ministry officials, indicate that the facility is ready to become operational. Regional staff support this observation and are prepared to recommend to the Ministry that Hotz and Sons be awarded the Certificate of Approval for the facility.

VT/cb

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Engineering
71 Main Street West, Hamilton, Ont. L8N 3T4

Tel. (416) 546-4170
Fax (416) 526-6665

Refer to File No. E308-02F
Attention of V. Terluk
Your file No.

Friday, January 4, 1990

RECEIVED
JAN 7 1991
CITY CLERKS

Ontario Ministry of the Environment
West Central Region
119 King Street West, 12th Floor
Box 2112
Hamilton, Ontario
L8N 3Z9

Att: Mr. Martin McConnochie

Hotz and Sons Application
Household Hazardous Waste Depot

Dear Mr. McConnochie:

We have reviewed your correspondence to Mr. K. E. Avery dated December 20, 1990, in which you indicated that you are prepared to recommend to your Director that a hearing by the Environmental Assessment Board not be held as a requirement of the Hotz' application.

Although we agree and support your preliminary position, we do so unofficially pending a formal resolution from Council, whose earliest decision on the issue is not likely to be made before January 29, 1991.

In your correspondence you established a January 8, 1991 deadline for comments from Council. Since this deadline is not possible to achieve, we request that in the interim you consider this correspondence as our preliminary concurrence of your intent not to hold a hearing, and our willingness to support the application.

Cont'd...

Hotz and Sons Application
Household Hazardous Waste Depot (Cont'd)

It should be noted that both City and Regional Councils have provided strong support to the Household Hazardous Waste programs in the past. On the basis of past attitudes, coupled with sincere commitments to improve our environment, I am confident that Council will respond favourably in their support to the Household Hazardous Waste programs which the Region is proposing through Hotz and Sons, the Region's Hazardous Waste Contractor.

We intend to submit a staff report on this issue to the City of Hamilton Transportation and Environment Committee for their January 21, 1991 meeting, in which we will provide the necessary technical details that will enable the members to make an official decision.

I would be pleased to provide you with additional information or clarification if required.

Ted Gill P.Eng.

E. M. Gill
Acting Commissioner of Engineering

VT/cb
attach

cc: K. E. Avery, Clerk, City of Hamilton ✓

cc: R. Prowse, Clerk, Regional Municipality Hamilton-Wentworth

Ontario
Ministry of the Environment
Ministère de l'Environnement
West Central Region
Région du Centre-Ouest

119 King St W
12th Floor – Box 2112
Hamilton Ontario
L8N 3Z9
416/521-7640

119, rue King ouest
12e étage – Casier 2112
Hamilton (Ontario)
L8N 3Z9
416/521-7640

December 20, 1990

Mr. K.E. Avery
Clerk
City of Hamilton
71 Main St. W.
Hamilton, Ontario
L8N 3T4

RECEIVED
DEC 31 1990
CITY CLERKS

Dear Mr. Avery:

RE: HOTZ AND SONS' APPLICATION FOR A CERTIFICATE OF APPROVAL FOR A WASTE DISPOSAL SITE (TRANSFER)

The West Central Region of the Ministry of Environment has received an application from HOTZ AND SONS', for the certification of a waste disposal site (transfer) to be located at 239 Lottridge St., City of Hamilton.

The company has requested approval for the operation of a Household Hazardous Waste Collection Depot under contract to the Regional Municipality of Hamilton-Wentworth.

In our review of the matter, we have concluded that a hearing by the Environmental Assessment Board is not required and intend to recommend to the Director that a hearing not be held in this instance. As you may be aware, the director has discretion under the Environmental Protection Act, Part V to hold a hearing on applications of this type if he feels it is warranted. Should council wish to make comments with respect to its attitude on the need or other wise for a hearing, it should do so by January 8, 1990.

Should you have any questions or would like additional information please contact me at (416) 521-7892.

Yours truly,

Martin McConnochie
Approvals and Waste Management Unit
West Central Region

cc Mr. R.C. Prouse, Clerk,
Regional Municipality of Hamilton-Wentworth

Mr. V. Terluk, Manager Solid Waste Operations
Regional Municipality of Hamilton-Wentworth

8h

FOR ACTION

JAN 11 1991

REPORT TO: T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: Jan. 10, 1991
COMM FILE:
DEPT FILE: (See Schedule)

SUBJECT

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION

a) That the following City lands be incorporated into the street as noted in Schedule 'A'.

Acadia Drive	Parts 2,5,8,11 and 29, Plan 62R-11096 & Part of Part 14, Plan 62R-11096

b) That the By-Laws attached to this report to carry out the incorporation of the said lands into the foregoing street be enacted by Council.

c) That the Commissioner of Engineering be authorized and directed to register the by-laws.

Ted Gill

E. M. Gill, P. Eng.
Acting Commissioner of Engineering

FINANCIAL CONSIDERATIONS

N/A

Cont'd ....

Cont'd ....

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City land into the road allowance as indicated in Schedule 'A', appended hereto.

for KML:ljm
Encl.

cc: Mr. K. E. Avery, City Clerk
Att: R. Morrison (encl.)
cc: Mr. F. Angelici, Planning Department

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Acadia Drive	Part of Lots 3,4,5, 6&7, R.P. No. 909, designated as Parts 2,5,8,11 and 29 (resp.) Plan 62R-11096, and part of Lot 9, Conc. 8 (formerly Barton Twp.) designated as Part 14, Plan 62R-11096 excepting the southerly 72.567m thereof.	N/A	To extend Acadia Drive easterly from Acadia Drive as established by City By-Law No. 90-263	S610-03

JAN 16 1991

FOR ACTION

8i

REPORT TO: MS. T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: 1991, January 11
COMM FILE:
DEPT. FILE: S705-26
S705-28

SUBJECT:

Construction of Sidewalks, Curb, and Road on Ridge Street from Chipman Avenue to approximately 57m south.

RECOMMENDATION:

a) That the estimated City's share of services in Effort Gardens Subdivision (approved by City Council on June 26, 1990) be reduced by $36,450.00, from $230,478.83 to $194,028.83, which represents a reduction in that portion of the work to be undertaken as a local improvement project.

b) That the Finance and Administration Committee recommend the source of funding in the amount of $40,530.00, for road improvements on Ridge Street, to be carried out as a local improvement project.

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS:

The purpose of this report is to separate the financing of that portion of the road work to be done under the Local Improvement Act from the normal subdivision accounts. It does not change the nature of the work. The amounts involved differ by $4,080.00 because of a re-estimation of applicable costs and a re-distribution of contingencies.

Cont'd ....

Construction of Sidewalks, Curb, and Road on Ridge Street from Chipman Avenue to Approximately 57m south

Cont'd ....

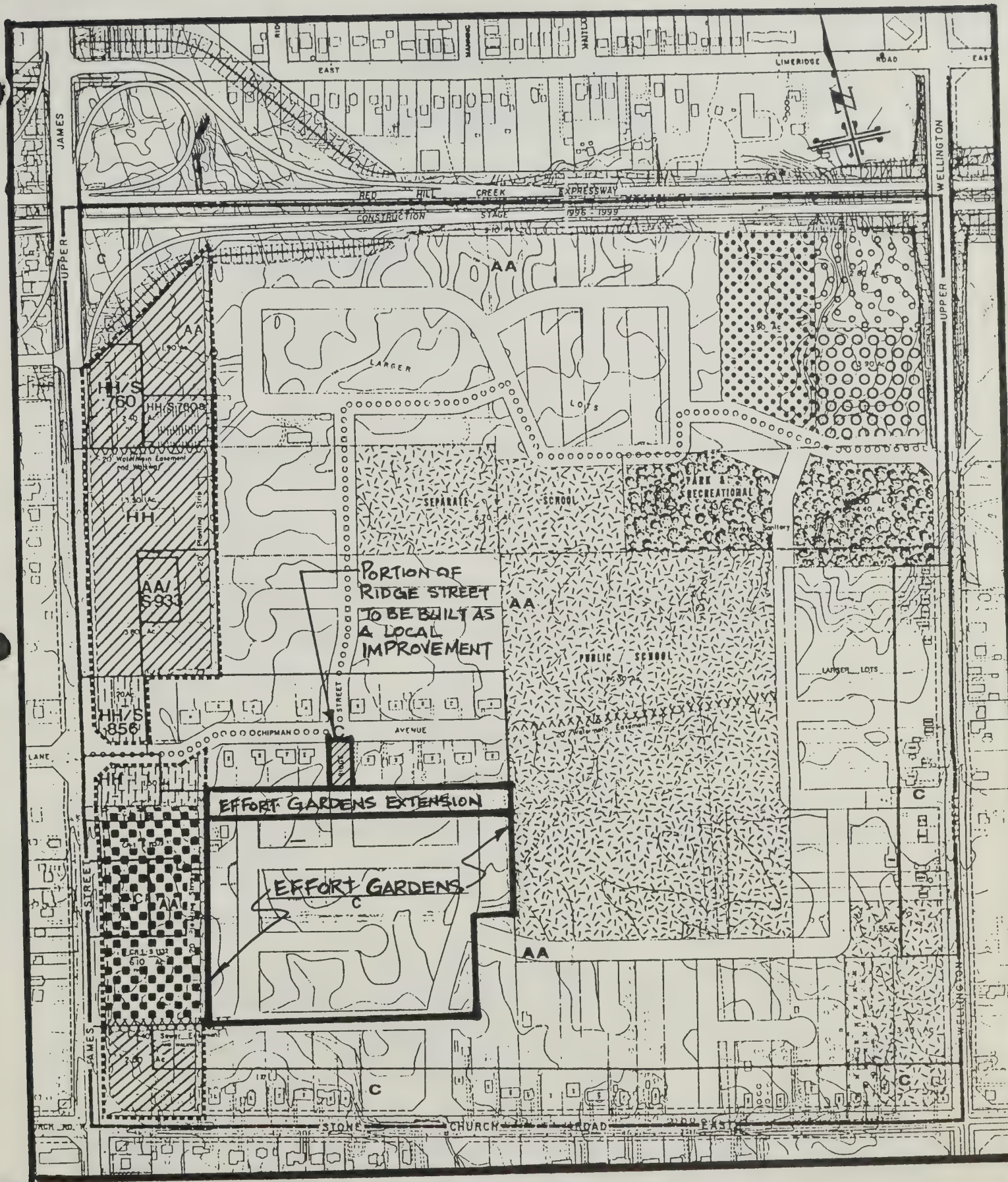
BACKGROUND:

On June 26, 1990 City Council approved the construction of services in and adjacent to "Effort Gardens", a proposed subdivision east of Upper James Street and north of Stone Church Road. One of the items included in the approved works was the road improvements on Ridge Street, to be installed under the provisions of the Local Improvement Act for the purposes of charging the abutting land owners. This item was financed from the budget provision for services from City share in subdivisions. The City Treasury Department is of the opinion that it would be more appropriate to finance this City's share from a different budget provision. Therefore, the item should be referred to the Finance and Administration Committee.

This report recommends reducing the City's share of services in Effort Gardens by the appropriate amount and requests the Finance and Administration Committee to refinance the Ridge Street works. The approval of the report does not affect the arrangements made for the construction, except for internal accounting purposes.

KAB:alv

cc: E.C. Mathews, City Treasury Department
Att: G. Keith
cc: P. Noe Johnson, City Solicitor's Office



KEY PLAN

NOT TO SCALE

JEROME

APPROVED PLAN

9

CITY OF HAMILTON

- RECOMMENDATION - JAN 11 1991

DATE: 1991 January 7

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Apartment building at No. 121 Charles Street - Application for a Time Limit Exemption Permit (TEC-03-91)

RECOMMENDATION:

a) That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first seven applicants residing in the apartment building at No. 121 Charles Street.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for $168.00 in revenue each year from the sale of parking permits to residents of this building.

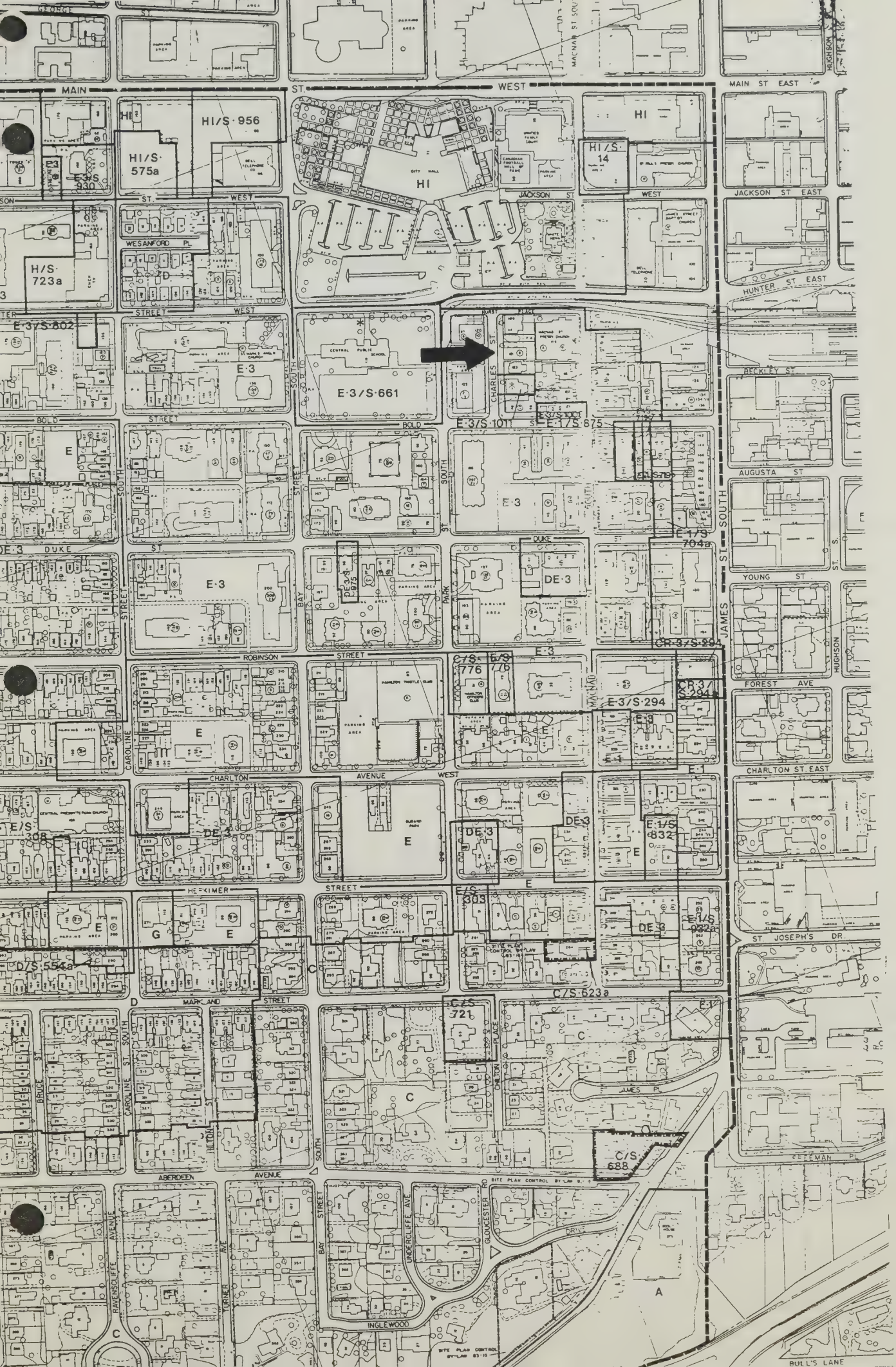
BACKGROUND:

The Traffic Department has received a request from a resident of the apartment building at No. 121 Charles Street, that time limit exemption permits be issued to residents of this building. The apartment building is located on the east side of Charles Street between Hurst Place and Bold Street, and the applicant has indicated that she wishes to park her vehicle beyond the parking time limits on streets in the vicinity of the apartment building.

Investigations reveal that there are eight dwelling units in the subject apartment building, and that there are no off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances.

Periodic observations reveal that the streets in this area are generally heavily parked during the day. However, it appears that the parking is non-residential, short-term parking since there has been very little demand for time limit exemption permits by area residents. Thus, the issuance of time limit exemption permits to residents of this building should not create any parking problems for other area residents.

The zoning By-law requires that a minimum of seven off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of seven off-street parking spaces in accordance with the current zoning By-law requirements. Therefore, it would be appropriate to issue a maximum of seven parking permits to the residents of this building on a first come first serve basis.


MAIN ST WEST
MAIN ST EAST
HI/S·956
HI/S·575a
E·3/S·930
HI
HI/S·14
JACKSON ST WEST
JACKSON ST EAST
HUNTER ST EAST
WESANFORD PL
H/S·723a
E·3/S·802
E·3
E·3/S·661
BECKLEY ST
E·3/S·1011
E·3/S·875
AUGUSTA ST
JAMES ST SOUTH
DE·3
E·1/S·704a
YOUNG ST
CR·3/S·294
ROBINSON STREET
C/S·776
C/S·776
E·3/S·294
FOREST AVE
CHARLTON AVENUE WEST
CHARLTON ST EAST
E/S·308
E·1/S·832
HERKIMER STREET
E/S·303
D/S·554a
E·1/S·922a
ST. JOSEPH'S DR.
C/S·623a
MARKLAND STREET
C/S·721
JAMES PL
C/S·688
ABERDEEN AVENUE
INGLEWOOD
BULL'S LANE

10a

CITY OF HAMILTON JAN 1 1 1991

- RECOMMENDATION -

DATE: 1990 December 13

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West Avenue North between Evans Street and Cannon Street - Parking Regulations. [TEC-305-90]

RECOMMENDATION:

a) That, in conjunction with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on both sides of West Avenue North between Evans Street and Cannon Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

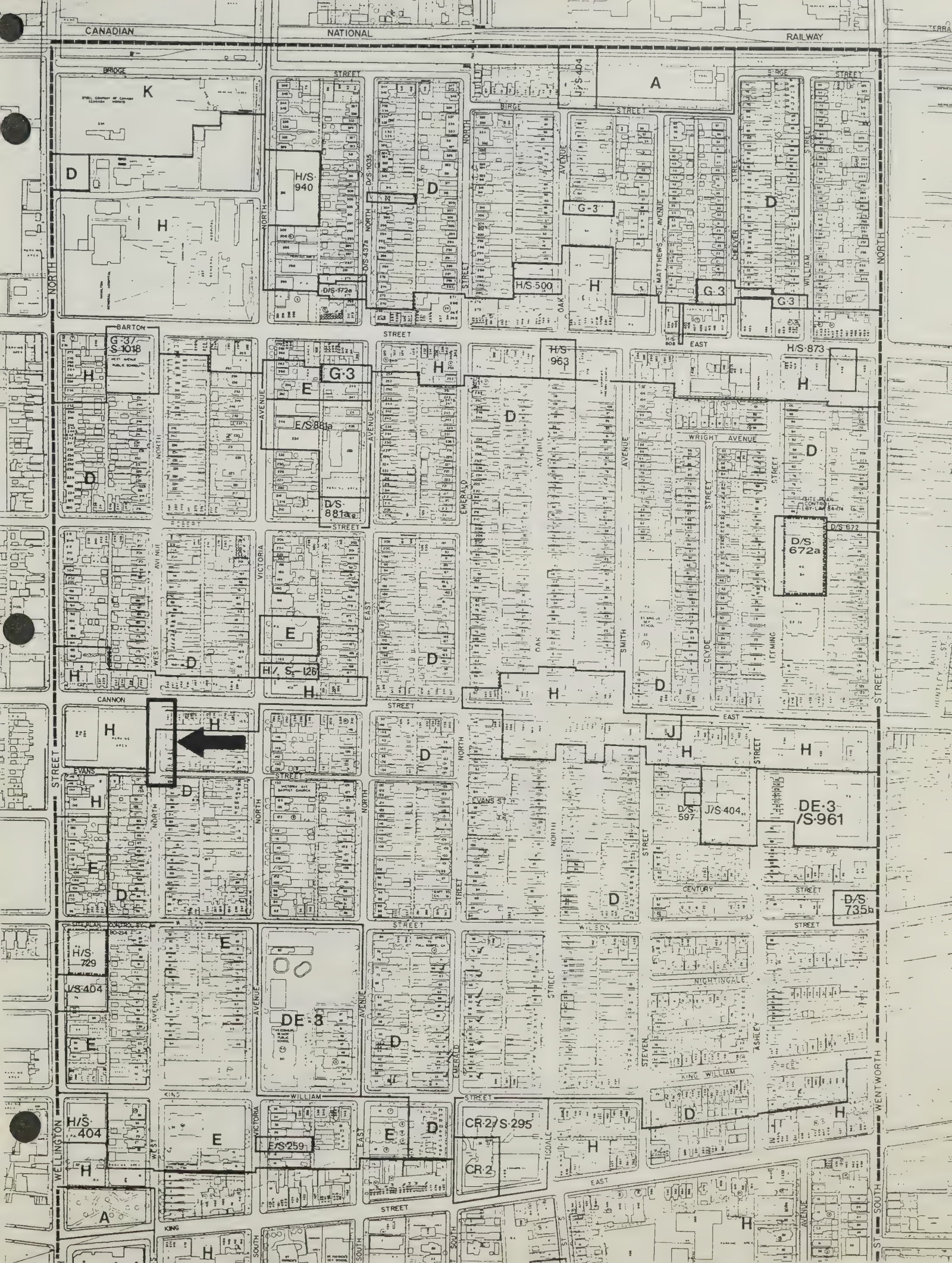
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 per year charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of all four of the one, two and three family dwellings abutting West Avenue North between Evans Street and Cannon Street, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on both sides of the street in conjunction with the existing "Alternate Side Parking" regulation.

West has a 30 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking. The implementation of the requested regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24.00 per year per vehicle which would exempt their vehicles from the signed parking time limit. Therefore, since 100 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


CANADIAN
NATIONAL
RAILWAY
BRIDGE STREET
BARTON STREET
CANNON STREET
EVANS STREET
KING WILLIAM STREET
WILSON STREET
CENTURY STREET
NIGHTINGALE STREET
WRIGHT AVENUE
EAST
NORTH
SOUTH
WEST
WENTWORTH
WELLINGTON
VICTORIA AVENUE
EMERALD AVENUE
OAK AVENUE
TIDDALE AVENUE
ASHLEY
STEVEN
CLYDE
SMITH
IRMING
CHEEVER
ST. MATTHEWS AVENUE
H/S-940
D/S-1035
D/S-437a
D/S-572a
H/S-500
G-3
H/S-873
H/S-963
G-3/S-1018
E/S-881a
D/S-881a,c
D/S-672a
D/S-672
H/S-126
H/S-729
J/S-404
D/S-597
DE-3/S-961
D/S-735b
DE-3
E/S-259
CR-2/S-295
CR-2

10b

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 December 20

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Brucedale Avenue between Sherwood Rise and High Street - Parking Regulations. [TEC-307-90]

RECOMMENDATION:

a) That an "Alternate Side Parking" regulation be implemented on Brucedale Avenue between Sherwood Rise and High Street such that parking is prohibited:

- on the south side of the street during the months of December, January, February and March and from the first to the 15th of April, May, June, July, August, September, October and November; and

- on the north side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 15 of the 28 one, two and three family dwellings abutting Brucedale between High and Sherwood Rise, requesting that an "Alternate Side Parking" regulation be implemented on the street in this area. All 15 residents who signed the petition are in favour of the requested regulation.

The Traffic Department has contacted an additional eight residents. Six are in favour and two are opposed to the requested regulation.

Brucedale has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. The residents have expressed concern that students from Sherwood Secondary School park on both sides of the street, making driveway movements difficult. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements. Therefore, since 75% of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

An investigation has revealed that there are 16 parking spaces on the north side and 13 parking spaces on the south side of the street in this block. Therefore, the Traffic Department recommends that parking be prohibited on the south side of the street during the winter months.


ST. JOSEPH'S DRIVE
CANADIAN NATIONAL RAILWAYS
MOUNTAIN BROW BOULEVARD
KENILWORTH ACCESS
WOODSIDE DRIVE
WOODCREST DRIVE
OAKCREST DRIVE
ELMHURST DRIVE
DONLEA DRIVE
VALECREST AVENUE
MARGATE AVENUE
SOUTHWOOD DRIVE
PINEHURST DRIVE
MORNINGSIDE DRIVE
EDGEWOOD AVENUE
WELLWOOD AVENUE
COMPTON PLACE
HIGH STREET
PRINCETON DRIVE
SHERWOOD RISE
AVENUE EAST
SHERWOOD SECONDARY SCHOOL
SHERWOOD HEIGHTS PUBLIC SCHOOL
B
B-1
B/S-1055
C
E/S-2
E-2/S-3
DE/S-1
G-3 S-722
H/S-606b
FENNELL AVENUE EAST
IDLEWOOD AVENUE
GLENFORD AVE
CRESCENT
HARDALE CRESCENT
SCURFIELD BOULEVARD
UPPER KENILWORTH AVE
KINGS FOREST DRIVE

10c

CITY OF HAMILTON JAN 11 1991

- RECOMMENDATION -

DATE: 1990 December 20

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Bourbon Court between Brigade Drive and the south end - Parking Regulations.
[TEC-306-90]

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the east side of Bourbon Court between Brigade Drive and the south end; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 24 of the 29 one, two and three family dwellings abutting Bourbon between Brigade and the south end, requesting that parking be prohibited on the east side of the street. Twenty-three residents who signed the petition are in favour and one resident had no opinion regarding the requested regulation.

Bourbon has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of this street. There is sidewalk on the west side of the street only. The resident who circulated the petition has expressed concern regarding vehicles parking on both sides of the street making snow removal nearly impossible. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements. Therefore, since 79 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

10d

CITY OF HAMILTON

- RECOMMENDATION - JAN 11 1991

DATE: 1990 December 20

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South side of Sanders Boulevard, west of Cottrill Street - Corner Clearance.
[TEC-309-90]

RECOMMENDATION:

a) That a "No Parking" corner clearance be implemented on the south side of Sanders Boulevard commencing at Cottrill Street and extending to a point 75 feet westerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Terry Cooke has advised of a request from area residents that a corner clearance be implemented on the south side of Sanders, west of Cottrill.

Sanders has 54 foot pavement width, and presently, there is unrestricted free parking on the south side of the street in this area. An investigation has confirmed that parked vehicles on the south side of Sanders, west of Cottrill do obstruct the visibility of northbound motorists on Cottrill attempting to enter the intersection. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will result in a loss of two legal on-street parking spaces. However, periodic observations has revealed that the street is lightly parked during the day and all residents in this area have driveways. Therefore, the Traffic Department does not anticipate any parking problems for area residents.


ROYAL BOTANICAL GARDENS
Spencer
COOTES
B/S·395
LANDS OF Mc MASTER UNIVERSITY
TOWN OF DUNDAS
TH & B
(HWY 102)
RWY
Mc MASTER UNIVERSITY WEST CAMPUS
A/S·395
Creek
Coldwater
B/S·395
HAMILTON CITY LIMITS
A/S·395
THORNDALE CRESCENT
LAKELET DR.
BINKLEY CRES
SANDERS BOULEVARD
NORFOLK STREET
KINGSMOUNT STREET NORTH
HOLLYWOOD STREET NORTH
DALEVIEW CT.
WESTBOURNE RD
BINKLEY PUBLIC SCHOOL
PARK AVE
COTTRILL ST
BINKLEY RD
MAIN STREET WEST
A/S·395
RIFLE RANGE RD
EWAN ROAD
RAILWAY
C
H
E
A
B

11a

CITY OF HAMILTON

- RECOMMENDATION - JAN 11 1991

DATE: 1991 January 4

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of the north and south legs of Oak Knoll Drive and Dalewood Crescent - Intersection Control. [TEC-02-91]

RECOMMENDATION:

a) That eastbound traffic on the south leg of Oak Knoll Drive be required to stop for northbound and southbound traffic on Dalewood Crescent; and

b) That northbound traffic on Dalewood Crescent be required to stop for eastbound and westbound traffic on the north leg of Oak Knoll Drive; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Mary Kiss has advised of concerns expressed by area residents regarding the need for stop signs at the intersection of Oak Knoll Drive and Dalewood Crescent.

Oak Knoll intersects with Dalewood at two locations. Both intersections are "T" type intersections, and presently, there are no intersection control signs at either intersection. Therefore, as a safety measure related to the right-of-way at these intersections, the Traffic Department recommends implementing stop control on the stems of these "T" type intersections.


MAYFAIR PL
MAYFAIR DR
OAK KNOLL DR
MARION
AVENUE NORTH
MAYFAIR CRES.
SHADY
CRESCENT
PAISLEY
CLINE
NORTH AVENUE
STREET
OAKWOOD PL
ROAD
STERLING
FORSYTH
WHITTON
DALEWOOD
DROMORE
HADDON
WEST
SOUTH
KING
BARCLAY
ARRELL
NEWTON
C/S 753
H/S 145
S-1041a
ARNOLD
TRAYMORE
MAIN
STROUD
GARY
PAUL
SOUTHVIEW PL
BOWMAN
C
G

11b.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 7

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Kenora Avenue and Delawana Drive - Intersection Control (TEC-04-91)

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Kenora Avenue and Delawana Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

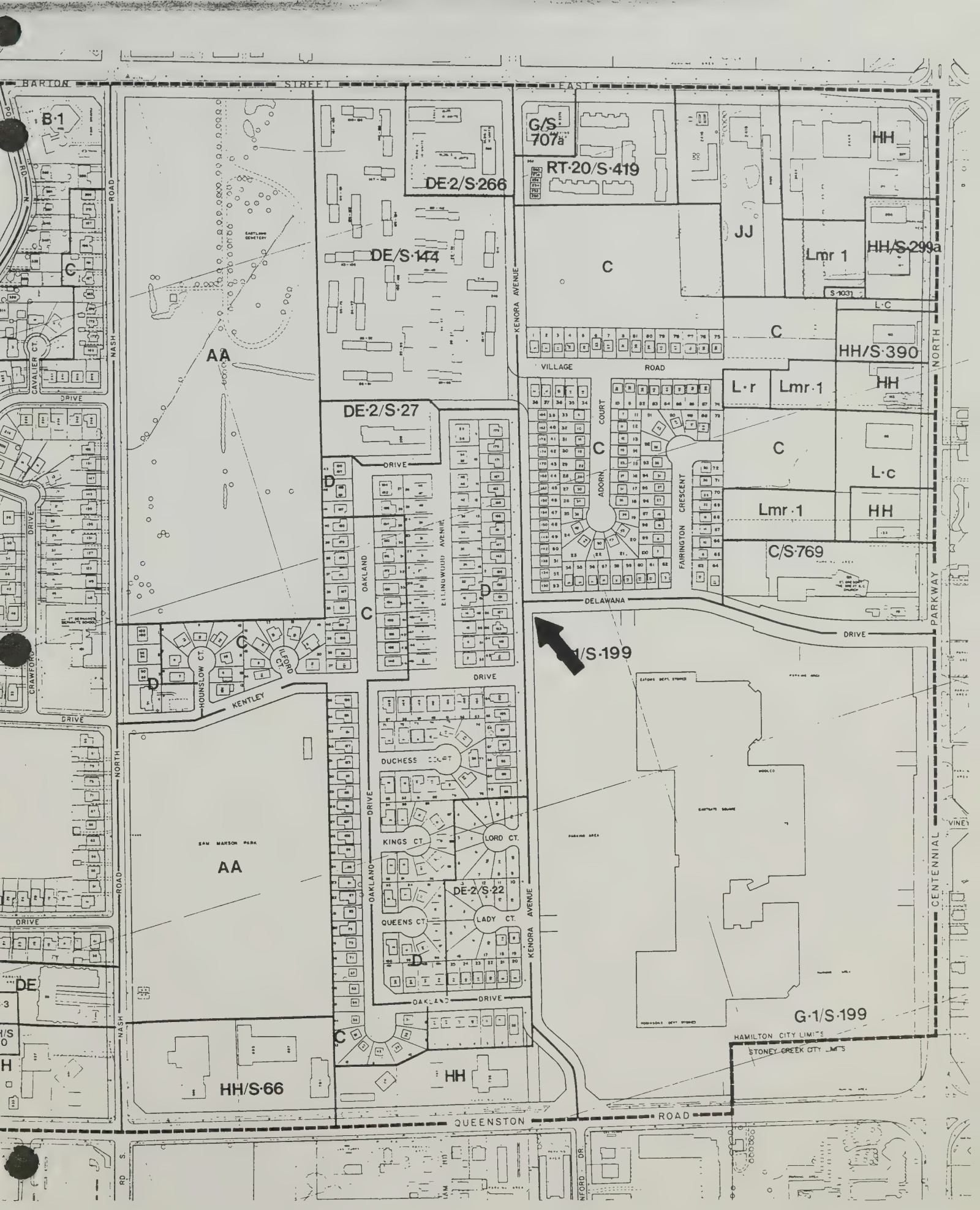
Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dominic Agostino has advised of a request from an area resident to implement three-way stop control at the intersection of Kenora and Delawana.

The subject intersection is a "T" type intersection, and presently, westbound traffic on Delawana is required to stop for northbound and southbound traffic on Kenora. Traffic Department records indicate that the intersection has experienced an average of only 0.88 collisions per year over the past eight years. This is a good collision record for this type of intersection.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of service. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. The intersection of Kenora and Delawana meets at least one of the criteria since it is an intersection of two collector roadways for the neighbourhood. Therefore, the Traffic Department concurs with the request to implement three-way stop control at the intersection of Kenora and Delawana.


BARTON STREET EAST
B-1
DE-2/S-266
G/S-707a
RT-20/S-419
HH
JJ
DE/S-144
Lmr 1
HH/S-299a
S-1037
L-C
HH/S-390
AA
DE-2/S-27
VILLAGE ROAD
L-r
Lmr-1
C/S-769
L-c
DELAWANA DRIVE
PARKWAY NORTH
CENTENNIAL
KENORA AVENUE
OAKLAND DRIVE
ELLINGWOOD AVENUE
ADORN COURT
FAIRINGTON CRESCENT
CRAWFORD DRIVE
HOUNSLOW CT.
ILFORD CT.
KENTLEY DRIVE
NASH ROAD NORTH
DUCHESS COURT
KINGS CT.
LORD CT.
QUEENS CT.
LADY CT.
DE-2/S-22
SAM MANSON PARK
AA
G-1/S-199
HAMILTON CITY LIMITS
STONEY CREEK CITY LIMITS
HH/S-66
HH
QUEENSTON ROAD

Mrs. J. McAnanama
Chief Executive Officer
Hamilton Public Library

K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

TEL: 546-2700
FAX: 546-2095

1991 January 29

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6 1991

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1991 February 04
9:30 o'clock a.m.
Room 233, City Hall

Tina Agnello, Secretary
Transport and Environment Committee

AGENDA:

A. **DELEGATION**

10:00 a.m. Carol Mason and Alderman V. Agro - Durand Neighbourhood: Study respecting Northbound Right Turn Prohibition at the intersection of Aberdeen and Queen

1. Approval of the Minutes of the Meeting held January 21, 1991.

2. **CITY SOLICITOR**

(a) Local Improvement Charges for Construction of Roads, Curbs, Sidewalks, and Alleys

(b) By-law to Alter Balmoral Avenue from Main Street East to King Street East

3. **DIRECTOR OF TRAFFIC SERVICES, DIRECTOR OF PROPERTY, MANAGER OF PURCHASING**

New Traffic Operations Centre Construction Contract - Goods and Services Tax - G.S.T.

4. **DIRECTOR OF PROPERTY**

Expropriation by the City - Parts 1, 2 and 3, Plan 263314 L.T. from S. Wise Construction Limited

5. **MANAGER OF PURCHASING**

(a) Annual Supply of Concrete, Public Works Department, 1991

(b) Annual Supply of Chemicals, Public Works Department, 1991

(c) Annual Supply of Aggregates, Public Works Department, 1991

(d) Annual Supply of Asphalt, Public Works Department, 1991

6. **CONFERENCE ATTENDANCE**

Air & Waste Management Association - April 28 to May 1, 1991 - Hamilton

7. **COMMISSIONER OF ENGINEERING**

(a) Street Closures and Temporary Closures - Jazz Festival July 19, 20 21 - Hess Street between King Street and Main Street

(b) Banner Processing Cost Recovery

(c) Banner Display Application - "National Non-Smoking Week" - January 18, 1993 to January 25, 1993

(d) Annual Overload Permit - L.P. Services

(e) Incorporation Certain Lands into various Streets By-law

(f) Proposed Solid Waste Processing Facility (Ontrec Incorporated) 446 Burlington Street East, Hamilton

3. **DIRECTOR OF TRAFFIC SERVICES, DIRECTOR OF PROPERTY, MANAGER OF PURCHASING**

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6. **CONFERENCE ATTENDANCE**

Air & Waste Management Association - April 28 to May 1, 1991 - Hamilton

7. **COMMISSIONER OF ENGINEERING**

(a) Street Closures and Temporary Closures - Jazz Festival July 19, 20 21 - Hess Street between King Street and Main Street

(b) Banner Processing Cost Recovery

(c) Banner Display Application - "National Non-Smoking Week" - January 18, 1993 to January 25, 1993

(d) Annual Overload Permit - L.P. Services

(e) Incorporation Certain Lands into various Streets By-law

(f) Proposed Solid Waste Processing Facility (Ontrec Incorporated) 446 Burlington Street East, Hamilton

8. **DIRECTOR OF TRAFFIC SERVICES**

(a) Erection of Special Street Name Signs in Business Improvement Areas in Hamilton-Ottawa Street B.I.A.

(b) Intersection of Hester Street and Greeningdon Drive - Request for School Crossing Guard

(c) Acadia Drive and the south leg of Twin Crescent and Acadia Drive and Balharbour Drive - Intersection Control

9. **PARKING REGULATIONS**

(a) West 4th Street between McElroy Road and Southbend

(b) South side of Royal Avenue between Broadway Avenue and Bowman Street

(c) Auburn Avenue between Normandy Road and the south end

(d) East side of Grant Avenue between Alanson Street and the south end

(e) South side of Forest Avenue between Aurora Street and Ferguson Avenue South

(f) No. 121 Grosvenor Avenue North - Removal of Permit Parking Regulation

(g) 74 New Street - Request for a Reserved Permit Parking Space for a Handicapped Resident

(h) 85 Albany Avenue - Request for a Wheelchair Loading Zone

(i) 277 Hughson Street North - Removal of a Reserved Permit Parking Space for a Handicapped Resident

(j) South side of Queensbury Drive, west of Upper Ottawa Street - Extension of School Bus Loading Zone

10. **FEDERATION OF CANADIAN MUNICIPALITIES**

Request for Resolutions

11. **OTHER BUSINESS**

12. **ADJOURNMENT.**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Stops Signs on Greenhill Avenue	August 20, 1990	Mr. M. Main	Pending Report
2.	Unlawful Removal of Trees	August 28, 1990	Mr. J. Pavelka	Pending Report
3.	Fence at 201 Bay Street North	September 17, 1990	Alderman Agro	Tabled With Instructions
4.	Street Lights on Ravenscliffe Avenue	September 17, 1990	Alderman Agro	Tabled

Dated: January 29, 1991

T. Agnello
Secretary

FILE				
REC'D DEC 0 6 1990				
To	Initials	Info.	Act	R
M.F.M.				
H.L.S.				

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

A.

TO: Mr. M. F. Main, P.Eng.
Director of Traffic Services
Attention: Mr. M. Hazel
Manager of Community Traffic Services

YOUR FI

FROM: Miss Tina Agnello, Secretary
Transport and Environment Committee

OUR FILE:
PHONE: 546-2729

SUBJECT: A - TRIAL ROAD CLOSURE AT BAY AND MARKLAND STREETS

DATE: December 5, 1990

B - STUDY RESPECTING NORTH BOUND RIGHT TURN PROHIBITION AT THE INTERSECTION OF ABERDEEN AND QUEEN

At the Transport and Environment Committee meeting of December 3, 1990, the following resolution for staff action was passed:

Alderman Agro explained that at a public meeting held on November 4, 1990, members of the Durand Neighbourhood Association determined by vote that they would support a study to investigate the possibility of a road closure at Markland and Bay Streets.

A brief discussion regarding the possibility of a north bound right turn prohibition at Aberdeen and Queen Streets ensued.

After some debate the Committee directed that the following action be taken by staff:

(a) That the Traffic Department conduct a study regarding a trial road closure at Bay and Markland Streets and that the Regional Engineering Department be requested to circulate residents for a public meeting to be held to determine the implications of such change.

Already

(b) That the study referred to in (a) include a traffic count of vehicles turning onto Markland from the James Mountain Road.

To RM 90/12/

* N.B. (c) That the above-noted study also include potential impacts of a north bound right turn prohibition at the intersection of Aberdeen and Queen Streets.

Already

c.c. Mr. E. M. Gill, P.Eng.,
Acting Commissioner of Engineering
Attention: Mr. G. S. Aston, P.Eng.

Monday, January 21, 1991
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present:	Alderman H. Merling, Chairman Alderman V. J. Agro, Vice-Chairman Mayor R. M. Morrow Alderman T. Cooke Alderman D. Drury Alderman D. Wilson Alderman D. Agostino Alderman T. Murray
Absent:	Alderman V. Formosi
Also present:	Alderman M. Kiss Mr. L. Sage, Chief Administrative Officer Sgt. J. Dmetrichuk, Hamilton-Wentworth Regional Police Mr. G. Aston, Regional Engineering Department Mr. V. Terluk, Engineering Department Mr. J. Pavelka, Director of Public Works Mr. D. Lobo, Public Works Mr. Murray Main, Director of Traffic Services Mr. T. Bradley, Director of Purchasing Mr. J. Avery, Purchasing Department Ms. S. Gabruss, Law Department Ms. T. Agnello, Secretary

1. APPROVAL OF THE MINUTES

The minutes of the Transport and Environment Committee meeting held Monday, December 17, 1990 were approved as circulated.

2. CITY SOLICITOR AND DIRECTOR OF PUBLIC WORKS

On Site Garbage Collection Agreement Procedure.

As recommended by the City Solicitor and Director of Public Works in a report dated January 11, 1991, the committee recommended to Council as follows:

That the Director of Public Works be delegated the authority to approve applications for on site garbage collection, pursuant to Section 11 of By-law 85-159 respecting Collectible Waste where the following conditions have been satisfied:

i. access for collection vehicles is adequate
ii. resources are available
iii. the standard agreement has been properly completed
iv. proof of the required insurance coverage is submitted

3. CITY SOLICITOR

By-law respecting the construction of local improvements of concrete sidewalks on Upper Paradise Road between Stone Church and Lunner Avenue.

As recommended by the City Solicitor in a report dated January 15, 1991, the committee recommended to Council as follows:

That City Council enact the appropriate By-law for the construction of local improvements of concrete sidewalks on Upper Paradise Road between Stone Church Road and Lunner Avenue.

4. MANAGER OF PURCHASING

Supply and delivery of Reflective Sheeting during 1991, Traffic Department.

As recommended by the Manager of Purchasing in a report dated January 15, 1991, the committee recommended to Council as follows:

That a purchase order be issued to 3M Canada Inc., London, being the only tender received, for the supply and delivery of Reflective Sheet as and when required during 1991 by the Traffic Department, for an estimated cost of $120 000, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and that this expenditure be financed from the Traffic Signs Materials Account No. 56154 75999.

5. DIRECTOR OF PROPERTY

Authorization to proceed to negotiate to acquire vacant land known as Parts 16 and 17, 62R-11096, being part of 614 Stone Church Road East which is required for roadway purposes.

As recommended by the Director of Property in a report dated January 11, 1991, the committee recommended to Council as follows:

(a) That the Director of Property be authorized to acquire vacant land known as Parts 16 and 17, 62R-11096, being part of 614 Stone Church Road East from Alan and Florrie McGuirl, which is required for roadway purposes (Acadia Drive) in the Butler Neighbourhood.

i. The cost of the acquisition is to be charged to Account No. CH58303 00107 (Reserve for Services through Unsubdivided Lands).

(b) That in the event the Director of Property is unsuccessful in negotiating the purchase of the required lands, the City Solicitor be authorized and directed to initiate expropriation proceedings and, the Director of Property be authorized to retain an independent fee appraiser to prepare an appraisal of market value.

6. DIRECTOR OF PUBLIC WORKS

6.1 **Recovery of cost for Returning Lost Items from Catch Basins**

As recommended by the Director of Public Works in a report dated January 15, 1991, the committee recommended to Council as follows:

(a) That a fee of $20 00 be charged for retrieving lost items from catch basins.

(b) That this fee be adjusted annually, according to the actual costs incurred.

6.2 **Budget Reduction Packages to get to 0%.**

The Committee was in receipt of a report from the Director of Public Works dated January 16, 1991.

The Director of Public Works explained that approval of the recommendation would have the effect of decreasing the levels of service regarding manual litter pick-up and emptying of litter containers. These programs proposed to be reduced, are incurring an expense at this time.

It was the general consensus of the committee that visible hard services affecting the downtown core should not be cut and that the current level of service be maintained.

After brief discussion the committee directed staff to investigate the possibility of placing a sticker on garbage bins stating that it is a serious offence to place household or commercial garbage in containers as it results in a considerable expense to the City of Hamilton ratepayers.

7. CONFERENCE ATTENDANCE

7.1 **Canada's National Safety Conference. May 12 - 14, 1991 - Hamilton.**

As recommended by the Transport and Environment Secretary in a report dated January 14, 1991, the committee recommended to Council as follows:

(a) That the Chairman and other Committee Members be authorized to attend Canada's National Safety Conference to take place on May 12 to May 14, 1991 in Hamilton.

(b) That costs for attendance be allocated to Alderman Travel Account No. CH55201 10010 from the 1990 Operating Budget.

7.2 **Ontario Good Roads Association - Annual Conference. February 24 - 27, 1991 - Toronto.**

As recommended by the Secretary of the Transport and Environment Committee in a report dated January 15, 1991, the committee recommended to Council as follows:

(a) That the Chairman or his designate be authorized to attend the Ontario Good Roads Association Annual Conference February 24 to February 27, 1991 in Toronto.

(b) That costs for attendance be allocated to Alderman Travel Account No. CH55201 10010 from the 1990 Operating Budget.

8. COMMISSIONER OF ENGINEERING

8.1 **1991 Current Local Roads Budget Hamilton Hydro's Streetlight Construction Programme.**

As recommended by the Acting Commissioner of Engineering in a report dated January 15, 1991, the committee recommended to Council as follows:

(a) That Hamilton Hydro's proposed 1991 Streetlight Construction Programme attached hereto as Schedule "A" be received;

(b) That the Finance and Administration Committee be requested to approve an expenditure of up to $300 000 of the proposed $411 800 1991 Streetlight Capital Construction Programme to allow for Hamilton Hydro's contract preparation and construction to commence prior to final budget approval.

8.2 **Revision of Annual Charges for Overweight Permits.**

As recommended by the Acting Commissioner of Engineering in a report dated January 4, 1991, the committee recommended to Council as follows:

(a) That the existing 1990 charges per metric tonne of overload be amended for 1991 as follows:

Type of Vehicle	1990 Charge	% Increase	1991 Charge
Tractor Trailer	$121.00	5.0%	$127.00
Single Unit Truck	$202.00	5.0%	$212.00

(b) That the above fees be reviewed each year.

8.3 **Annual Overload Permit - K's Transport Inc.**

As recommended by the Acting Commissioner of Engineering in a report dated January 4, 1991, the committee recommend to Council as follows:

(a) That in accordance with By-law 89-72, that K's Transport Incorporated be given an Annual Overload Permit for the year 1991 for nine (9) tractor trailers for a total fee of $11 773; and

(b) That 11% or $1 295 be credited to City Account No. 25827011 (Overload Permit Fees), and that 89% or $10 478 be credited to Regional Account No. 46025 301502.

8.4 **Inadvertent Encroachment Agreement - 2 Devonport Street.**

As recommended by the Acting Commissioner of Engineering in a report dated January 8, 1991, the committee recommended to Council as follows:

That the application of Mr. David Parr, owner of 2 Devonport Street, to retain the inadvertent encroachment consisting of steps and a landing measuring 4.8' x 13.0' be approved during the pleasure of Council provided:

(a) That the owner enter an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all action, causes of action, interests, claims, demands, costs damages, expenses and loss.

(b) That a first year fee of $125 and subsequent annual fee of $20 be set for this privilege.

(c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

8.5 **1991 Road and Sidewalk Capital Reconstruction Programme - Proposed Road Widenings.**

The committee was in receipt of a report from the Acting Commissioner of Engineering dated January 9, 1991.

Alderman Wilson stated that a petition has been submitted by the residents of Binkley Road who do not want the road widened.

In response to an enquiry, Mr. Aston advised that one tree only may be affected as a result of the Balmoral Road widening.

After brief discussion the committee recommended to Council as follows:

(a) That the proposed widening from 7.3 metres to 8.5 metres of Balmoral Avenue from Main Street East to King Street East be approved; and

(b) That the City Solicitor be directed to prepare the alteration By-law.

9. **PUBLIC MEETING FOR CLOSURE AND SALE OF TWO PUBLIC ASSUMED ALLEYWAYS BOUNDED BY KING STREET, KING WILLIAM STREET, WALNUT STREET AND FERGUSON AVENUE, BEING PARTS 2 & 3, PLAN 62R-10833**

A public hearing pursuant to Section 301 of The Municipal Act, R.S.O. 1980, Chapter 302, was held to hear any person claiming that his/her land will be prejudicially affected by the said by-law.

Mr. Aston explained that the effect of the by-law will be to close and sell two land-locked alleyways to Theatre Aquarius.

Mr. Leo Warren of 82 Victoria Avenue North was present to state concerns that the closure may affect businesses, but after being reassured that the alleyway directly behind business establishments will be kept open, Mr. Warren withdrew his concerns.

As recommended by the Acting Commissioner of Engineering in a report dated January 18, 1991, the committee recommended as follows:

(a) That the appropriate By-law for the closure and sale of alleys north/south between King Street East and King William Street, east of Walnut Street be forwarded to City Council for enactment on January 29, 1991.

(b) That the Acting Commissioner of Engineering be authorized and directed to register the By-laws.

8.6 **Independent Concrete Sidewalk Construction on the East Side of Nash Road at Barton Street.**

As recommended by the Acting Commissioner of Engineering in a report dated January 10, 1991, the committee recommended as follows:

(a) That the Transport and Environment Committee recommend to City Council that the construction of an independent concrete sidewalk on the east side of Nash Road between Barton Street and a point 24 metres southerly be proceeded with at an estimated gross cost of $3 200 as provided for in the 1990 portion of the 1990-1994 Capital Budget as Project No. 041-30000 - City's Share of Local Improvements;

(b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project;

(c) That the Acting Commissioner of Engineering be directed to prepare a survey plan and By-law to incorporate the required daylight triangle into road allowance;

(d) That the Acting Commissioner of Engineering be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received.

8.7 **Hotz & Sons Application - Household Hazardous Waste Depot.**

As recommended by the Acting Commissioner of Engineering in a report dated January 10, 1991, the committee recommended as follows:

That the Ministry of Environment be informed that the City of Hamilton has no objections to Hotz and Sons receiving a Certificate of Approval to operate, on behalf of the Region, its proposed facility located at 239 Lottridge Street in Hamilton, for purposes of providing a five-year term "Household Hazardous Waste Program" for the residents of the Region. Furthermore, it is also recommended that the Ministry of the Environment be advised that the City of Hamilton supports Ministry staff who are prepared to recommend that no hearings be held under the Environmental Assessment Board for this particular project.

8.8 **Incorporating certain City Lands in various streets by By-law.**

As recommended by the Acting Commissioner of Engineering in a report dated January 10, 1991, the committee recommended as follows:

(a) That the following City lands be incorporated into the various Streets:

Acadia Drive	Parts 2,5,8,11 and 29, Plan 62R-11096 & Part of Part 14, Plan 62R-11096.

(b) That the By-law to carry out the incorporation of the said lands into the foregoing Street be enacted by Council.

(c) That the Commissioner of Engineering be authorized and directed to register the By-law.

8.9 **Construction of Sidewalks, Curb and Road on Ridge Street from Chipman Avenue to approximately 57m south.**

As recommended by the Acting Commissioner of Engineering in a report dated January 11, 1991, the committee recommended as follows:

(a) That the estimated City's share of services in Effort Gardens Subdivision (approved by City Council on June 26, 1990) be reduced by $36 450, from $230 478.83 to $194 028.83, which represents a reduction in that portion of the work to be undertaken as a local improvement project.

(b) That the Finance and Administration Committee recommend the source of funding in the amount of $40 530, for road improvements on Ridge Street, to be carried out as a local improvement project.

9. <u>DIRECTOR OF TRAFFIC SERVICES</u>

Apartment building at No. 121 Charles Street application for a Time Limit Exemption Permit.

As recommended by the Director of Traffic Services in report dated January 7, 1991, the committee recommended to Council as follows:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first seven applicants residing in the apartment building at No. 121 Charles Street.

10. PARKING REGULATIONS

10.1 **Pursuant to recommendations in various reports submitted by the Director of Traffic Services, the committee recommended to Council that By-law No. 89-72 be amended as follows:**

10.1.1 **West Avenue North between Evans Street and Cannon Street.**

That, in conjunction with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on both sides of West Avenue North between Evans Street and Cannon Street.

10.1.2 **Brucedale Avenue between Sherwood Rise and High Street.**

That an "Alternate Side Parking" regulation be implemented on Brucedale Avenue between Sherwood Rise and High Street such that parking is prohibited:

- on the south side of the Street during the months of December, January, February and March and from the first to the 15th of April, May, June, July, August, September, October and November; and

- on the north side of the Street from the 16th to the last day of April, May, June, July, August September, October and November.

10.1.3 **Bourbon Court between Brigade Drive and the south end.**

That a "No Parking" regulation be implemented on the east side of Bourbon Court between Brigade Drive and the south end.

10.1.4 **South side of Sanders Boulevard, west of Cottrill Street - corner clearance.**
That a "No Parking" corner clearance be implemented on the south side of Sanders Boulevard commencing at Cottrill Street and extending to a point 75 feet westerly therefrom.

11. INTERSECTION CONTROL

11.1 **North and South Legs of Oak Knoll Drive and Dalewood Crescent.**

As recommended by the Director of Traffic Services in a report dated January 4, 1991, the committee recommended to Council as follows:

(a) That eastbound traffic on the south leg of Oak Knoll Drive be required to stop for northbound and southbound traffic on Dalewood Crescent; and

(b) That northbound traffic on Dalewood Crescent be required to stop for eastbound and westbound traffic on the north leg of Oak Knoll Drive; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

11.2 **Intersection of Kenora Avenue and Delawana Drive.**

As recommended by the Director of Traffic Services in a report dated January 7, 1991, the committee recommended to Council as follows:

(a) That three-way stop control be implemented at the intersection of Kenora Avenue and Delawana Drive; and

(b) That the City Traffic By-law 89-72 be amended accordingly.

12. MAYOR ROBERT M. MORROW (added starter)

Via Rail move from Hamilton, Dundas and Burlington Station, to Aldershot.

The committee was in receipt of a press release from Via Rail dated January 14, 1991.

A discussion ensued regarding the impact of the rail move away from Hamilton and the possible uses of the old T.H.& B. Station in Hamilton.

Staff was directed to investigate through the Planning and Development Committee, if the Station has been designated under LACAC as a heritage building.

The committee confirmed its position regarding the Go Train and recommended that Council approve the following:

> That the Corporation of the City of Hamilton regrets the decision of Via Rail to move its Stations from Hamilton, Dundas and Burlington to Aldershot and respectfully requests reconsideration of this matter.

The committee also directed staff to enter into discussions with CN officials to develop plans to revitalize the Rail facilities on Hunter Street.

13. OTHER BUSINESS

None.

ADJOURNMENT

There being no further business, the meeting was adjourned.

Taken as read and approved.

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

T. Agnello, Secretary
January 29, 1991

SCHEDULE "A"

Proposed 1991 Streetlighting Capital Construction Program

i. Roadway projects
   - Main Street West
   - Main Street East
   - Main Street at Kenilworth Avenue
   - Upper Ottawa Street at Mohawk Road

ii. Allowance for Spot Improvements

iii. Allowance for Miscellaneous Projects

iv. Upper Ottawa Street

v. Upper Wentworth Street

vi. Clairmont Access

vii. Miscellaneous Upgrades

2a

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 23

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson,
City Solicitor

SUBJECT: Local Improvement Charges for Construction of Roads, Curbs, Sidewalks, and Alleys.

RECOMMENDATION:

That the appropriate by-law respecting local improvement charges for the construction of roads, curbs, sidewalks and alleys be enacted by City Council.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

With the adoption of Section 2 of the 1st Report of the Transport and Environment Committee, City Council at its meeting to be held on the 29th day of January 1991, will recommend that the City Solicitor prepare the necessary by-law.

The proposed local improvement rates for 1991 reflect the increase in construction cost since the last rates were approved by Council on January 30, 1990, and also include an allowance for inflation. The new rates are intended for application to projects initiated during 1991.

The attached by-law is to be enacted concurrently only if Section 2 is adopted.

Bill No.

The Corporation of the City of Hamilton

BY-LAW NO. 91-

To Amend:

Local Improvement By-law No. 10605

Respecting:

REVISED COSTS TO THE CORPORATION FOR THE INSTALLATION OF LOCAL IMPROVEMENTS

WHEREAS By-law No. 10605, passed on the 15th day of December, 1964, as amended by By-laws Nos. 67-150, 73-72, 80-127, 80-156, 82-40, 83-75, 84-41, 85-70, 86-78, 88-096, 89-76 and 90-49, provides for the undertaking of local improvements in accordance with the Local Improvement Act;

AND WHEREAS subsection 4a of section 13 of said By-law No. 10605, as amended, provides for the local improvement rates to be charged against abutting lands for work done under the Local Improvement Act;

AND WHEREAS By-law No. 90-49, passed on the 27th day of February 1990 repealed subsection 4a of section 13 to By-law No. 10605, as amended by By-laws No. 67-150, 73-72, 80-127, 80-156, 82-40, 83-75, 84-41, 85-70, 86-78 and 88-096, and repealed and re-enacted by By-law No. 89-76, and re-enacted a new subsection 4a to section 13 to provide for increased maximum local improvement rates, chargeable on a per metre frontage basis against abutting lands for work done under the Local Improvement Act;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Section 2 of the 1st Report of the Transport and Environment Committee at its meeting held on the 29th day of January 1991, directed that the maximum local improvement charges per metre of frontage be increased as hereinafter provided.

NOW THEREFORE the Council of The Corporation of The City of Hamilton enacts as follows:

1. Subsection 4a of section 13 of By-law No. 10605, as re-enacted by By-law No. 90-49, is repealed and the following substituted therefor:

(4a) The chargeable amount per metre frontage referred to in clause (a) of subsection 4 shall be as follows:

1. For curbs only at the rate of $69.00 per metre frontage.

2. For sidewalks only at the rate of $86.00 per metre frontage.

3. For sidewalks and independent curbs or combined sidewalks and curbs, at the rate of $138.00 per metre frontage.

4. For roadway only, at the rate of $240.00 per metre frontage.

5. For alleys, at the rate of $92.00 per metre frontage.

6. For roadway and curbs only in industrial subdivisions, at the rate of $314.00 per metre frontage.

2. In all other respects By-law No. 10605, as amended, is hereby confirmed, unchanged.

PASSED this day of A.D. 1991.

City Clerk Mayor

26.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 23

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson,
City Solicitor

SUBJECT: By-law To Alter Balmoral Avenue From Main Street East to King Street East

RECOMMENDATION:

That the appropriate by-law to alter Balmoral Avenue from Main Street East to King Street East be enacted by City Council.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

With the adoption of Section 13(a) and (b) of the 2nd Report of the Transport and Environment Committee, City Council at its meeting to be held on the 29th day of January 1991, will recommend the preparation of the necessary by-law.

The Public Notice was published in The Spectator on December 27, 1990 and January 3, 10 and 17, 1991, in accordance with Section 301 of the Municipal Act.

The attached by-law is to be enacted concurrently only if Section 13 is adopted.

Bill No.

The Corporation of the City of Hamilton

BY-LAW NO. 91-

TO ALTER BALMORAL AVENUE FROM MAIN STREET EAST TO KING STREET EAST

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of the Municipal Act, R.S.O. 1980, Chapter 302, to alter, establish and lay out any highway or part of a highway under its jurisdiction;

AND WHEREAS it is necessary as part of the 1991 Reconstruction/Resurfacing Programme to alter Balmoral Avenue from Main Street East to King Street East, as described in more detail in Schedule "A" attached hereto;

AND WHEREAS the Council of The Corporation of the City of Hamilton, at its meeting held on the 29th day of January 1991, in adopting Section 13 (a) and (b) of the 2nd Report of the Transport and Environment Committee, authorized the reconstruction and altering of the highway as described in Schedule "A" attached hereto;

AND WHEREAS Notice of this by-law was published as required by Section 301 of the Municipal Act;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, whether in objection to, or in support of this by-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The reconstruction of Balmoral Avenue from Main Street East to King Street East, as described in Schedule "A" attached hereto and forming part of this by-law, may be proceeded with.

2. The proper officials of The Corporation of the City of Hamilton are hereby authorized and directed to sign all documents and do all things necessary to implement these works.

PASSED this day of A.D. 1991.

City Clerk Mayor

(1991) 2 R.T.E.C. 13(a),(b), January 29

SCHEDULE "A"

To

By-law No. 91-

DESCRIPTION OF WORK TO BE UNDERTAKEN

Balmoral Avenue

- widened on the west side from 7.3 metres to 8.5 metres from Main Street East to King Street East

CITY OF HAMILTON

- RECOMMENDATION -

3.

DATE: 1991 January 29

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

Mr. D. W. Vyce, Director
Property Department

Mr. T. Bradley, Manager
Purchasing Department

SUBJECT: **NEW TRAFFIC OPERATIONS CENTRE (AD-87-007)**
CONSTRUCTION CONTRACT/GOODS & SERVICES TAX - GST

RECOMMENDATION:

(a) That a purchase order be issued to the Canadian Engineering & Contracting Ltd., 121 Shaw Street, Hamilton, Ontario in the amount of $175,340.00 for the Goods and Services Tax (GST) component of the tender and be retained as a cash allowance. Funds are available in account #CF 5698 -758841001.

(b) Law department is preparing the contract documents for execution. In order that contract documents indicate GST component, the purchase order must be issued immediately. The above has been processed through the emergency procedure of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, and appropriate committee chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council.

B Wlace FOR M.F.M.
M. Main, Director of Traffic

M. J. Watson
D. Vyce, Director of Property

Tom Bradley
Tom Bradley, Manager of Purchasing

J. Mathias
O.K. L.S.
41.1.24.

FINANCIAL IMPLICATIONS:

1.	Original Tender Price	$4,600,000.00
2.	Less Federal Sales Tax Component	137,065.00
3.	Add 7% GST	312,405.00
4.	Revised Tender Price including GST	4,775,340.00
5.	Net increase in the tender	175,340.00

BACKGROUND:

1. City Council at it's meeting held December 11, 1990 approved the recommendation that a purchase order be issued to the Canadian Engineering and Contracting Company Limited, 121 Shaw Street, Hamilton, Ontario in the amount of $4,600,000.00 (lowest acceptable of the twelve (12) bids received) for the construction of the New Traffic Operations Centre at 1375 Upper Ottawa Street.

2. The project was tendered in late 1990 prior to GST becoming law.

3. The successful bidder Canadian Engineering and Contracting Company Limited was asked to identify the Federal Sales Tax (FST) component of the tendered price and the estimated GST component of the tendered price. His response is attached as appendix "A"

4. Mr. F. Cerio, GST Financial Analyst of the Treasury Department, has examined the figures and has indicated as acceptable. The letter is attached as appendix "B".

c.c. Mr. Lou Sage, Chief Administrative Officer
Mr. E. Matthews, Treasurer
Mr. H. Solomon, Manager of Operations
Mr. R. Martiniuk, Manager, Architectural Division
Mr. P. Hooker, Manager of Legal Services, Law Department
Mr. Mahendra Shah, Project Manager (Architectural Division)

Canadian Engineering and Contracting Co. Limited
P.O. Box 739, 121 Shaw Street, Hamilton, Ontario
L8N 3N1 *Telephone (416) 528-8341*

January 21st, 1991.

File No AD-87-007
Letter No. IM-987

JAN 2 : 1991

File
RECEIVED

MS T1.01.2

The Corporation of the City of Hamilton,
Architectural Department,
City Hall,
71 Main Street West.
Hamilton, Ontario. L8N 3T4

Our Project: #01100

Attention: Mr. M. Shah

Gentlemen:

Re: Construction of Traffic Operations Centre
Upper Ottawa Street, Hamilton, Ontario

As requested during Pre-Contract Meeting held on January 14th, 1991, we are pleased to submit our Total Revised Lump Sum Price of $4,775,340.00 (four million, seven hundred and seventy-five thousand, three hundred and forty dollars), which figure reflects Credit of Federal Sales Tax and inclusion of the new Goods and Services Tax.

A breakdown of this quotation is as follows:

Original Tender price	$ 4,600,000.00	
Less: Federal Sales Tax	137,065.00	
	$ 4,462,935.00	
Plus: Goods and Services Tax ..	312,405.00	
Total Revised Tender Price		$ 4,775,340.00

All terms and conditions as outlined in our original tender submission remain unchanged.

Trusting you will find the above to be in order, we remain,

Yours truly,
CANADIAN ENGINEERING AND CONTRACTING CO. LIMITED

R. S. Hirschegger,
Estimator/Project Co-ordinator

APPENDIX 'A'

TREASURY DEPARTMENT

MEMORANDUM

****

TO: Mr. Mahendra Shah
Project Manager
Architectural Division
Property Department

FROM: Mr. F. Cerio
G.S.T. Financial Analyst
Treasury Department

PHONE: (416) 546-3947

SUBJECT: **New Traffic Operations Centre**
FST Component of the contract

DATE: 1991 January 23

It is my opinion that the amount deducted for FST is acceptable. The FST credit breakdown is consistent with my goods listing for FST inventory rebate claims. Also, the fact that the amount deducted for FST is almost half of the amount charged for GST provides further assurance that the deduction is fairly represented.

Frank Cerio

FC:jc

c.c. Mr. Roy Hammel, Manager of Accounting

cc – D.W. Vyce
H. Solomon
M. F. Main
T. Bradley
P. Hooker

AD-07-007
M-891

JAN

90.01.24.

Return with thanks

M.S. — 91.01.24

APPENDIX 'B'

CITY OF HAMILTON

- RECOMMENDATION -

4.

DATE: 1991 January 22

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Expropriation by the City**
-Parts 1, 2 and 3, Expropriation
Plan 263314 L.T. from S. Wise
Construction Limited

RECOMMENDATION:

a) That the City accept an "Agreement by Owner to Accept Compensation" for the lands of S. Wise Construction Limited, executed on January 10, 1991 and scheduled for closing on April 9, 1991. The property is composed of 674.4 square metres (7,259.4 square feet), more or less, described as Parts 1, 2 and 3 on Plan 263314 L.T. and is required in connection with the development of Kingsbury Gardens, Phase 4, in the vicinity of Carson Drive.

b) Compensation payable comprises $29,225.00 for the market value of the realty plus legal fees pursuant to The Expropriations Act of $1,200.00, for a total of $30,425.00 to be charged to Account Number CH 5X323 00102 (Reserve for Property Purchases - Transportation Capital).

c) The agreement specifies that the City shall be entitled to recovery the cost of the acquisition of the lands described herein in the amount of $29,225.00 without interest charge, as a condition of the subdivision approval for the abutting lands known as "Kingsbury Gardens, Phase 4".

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

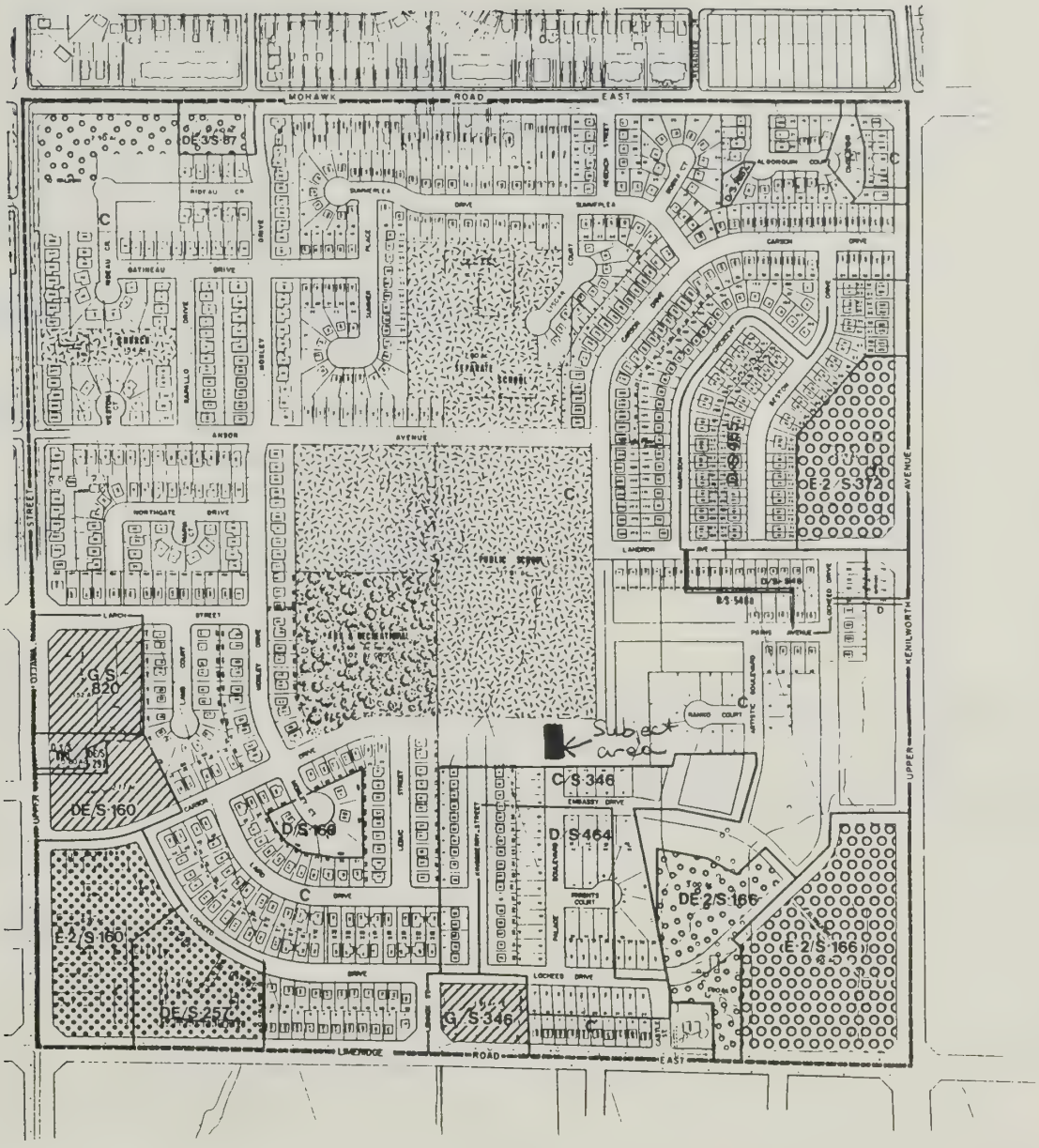
BACKGROUND:

The expropriation of the subject lands was registered on title to the property on September 26, 1989 as Instrument Plan No. 263314 L.T., pursuant to Council's authorization on June 28, 1988, Item #10 of the 10th Report of the Transportation and Environment Committee.

Attach.

c.c. Mrs. P. Noé Johnson, City Solicitor
Mr. E. C. Matthews, Treasurer
Ms. L. MacNeil, Property Clerk, Surveys

(38.1.248 - 4505)



NOTE: This is a GUIDE PLAN only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

EXISTING POPULATION (1988) 3521

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & apartments

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

Neighbourhood Boundary
Zoning Boundary

Approvals

Planning Committee OCT. 12, 1987 Council NOV. 14, 1987

Latest Revision Date August 21, 1990

CITY OF HAMILTON
PLANNING DEPARTMENT

LISGAR

APPROVED PLAN

NORTH

SCALE 50 m

97

5a

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 24

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: ANNUAL SUPPLY OF CONCRETE, PUBLIC WORKS DEPARTMENT, 1991

RECOMMENDATION:
That a purchase order be issued to Premier Concrete, Hamilton, for the supply and delivery of Concrete as and when required during 1991 by the Public Works Department, being the lowest of four tender received, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and that expenditures be financed from the Stock Account No. CH56197 60999, as follows:

Premier Concrete, Hamilton	1991
2% Calcium Chloride	$ 2.00/m^3
Heat	$ 7.00/m^3
Sidewalk, Curb, Roadway Concrete Delivered and Picked up	$ 82.35/m^3
Sidewalk, Curb, Roadway Concrete Picked up	$ 82.00/m^3

After 5:00 p.m. and before 9:00 p.m. add $ 8.00/m^3
After 9:00 p.m. and before 7:00 a.m. add $16.00/$m^3$
Underload charges 1 m^3 - $120.00
2 m^3 - $ 80.00
3 m^3 - $ 50.00
4 m^3 - $ 30.00

GST and PST extra where applicable

T. Bradley

T. Bradley, Manager of Purchasing

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

SUBJECT: ANNUAL SUPPLY OF CONCRETE, PUBLIC WORKS DEPARTMENT, 1991

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:
$371,475 was spent in 1990 for this commodity. See spreadsheet attached for comparison prices.

Ref: 0128D.90

ANNUAL SUPPLY OF CONCRETE - 1991

ALL TAXES EXTRA
PRICES PER m3

SUPPLIED & DELIVERED IN SUPPLIER'S TRUCKS WITHIN CITY LIMITS

SUPPLIER	2% CALCIUM CHLORIDE	HEAT	SIDEWALK & CURB CONCRETE	ROADWAY CONCRETE	VALVE CHAMBERS CB'S & MANHOLES
PREMIER CONCRETE	2.00	7.00	82.35	82.35	82.35
CANADA BUILDING MATERIALS CO.	2.00	7.00	89.15	89.15	89.15
DUFFERIN CONCRETE PRODUCTS	2.00	7.00	91.15	91.15	91.15
DELTA READY MIX LIMITED	2.00	7.00	99.00	99.00	99.00

SUPPLIED & DELIVERED IN SUPPLIER'S TRUCKS WITHIN REGIONAL LIMITS

SUPPLIER	2% CALCIUM CHLORIDE	HEAT	SIDEWALK & CURB CONCRETE	ROADWAY CONCRETE	VALVE CHAMBERS CB'S & MANHOLES
PREMIER CONCRETE	2.00	7.00	82.35	82.35	82.35
CANADA BUILDING MATERIALS CO.	2.00	7.00	89.15	89.15	89.15
DUFFERIN CONCRETE PRODUCTS	2.00	7.00	91.15	91.15	91.15
DELTA READY MIX LIMITED	2.00	7.00	99.00	99.00	99.00

ANNUAL SUPPLY OF CONCRETE - 1991

PRICES PER m3

PICKED UP BY CITY OR REGIONAL TRUCKS AT SUPPLIERS PLANT

SUPPLIER	2% CALCIUM CHLORIDE	HEAT	SIDEWALK & CURB CONCRETE	ROADWAY CONCRETE	VALVE CHAMBERS CB'S & MANHOLES
PREMIER CONCRETE	2.00	7.00	82.00	82.00	82.00
CANADA BUILDING MATERIALS CO.	2.00	7.00	89.15	89.15	89.15
DUFFERIN CONCRETE PRODUCTS	2.00	7.00	85.15	85.15	85.15
DELTA READY MIX LIMITED	2.00	7.00	88.00	88.00	88.00

UNSHRINKABLE FILL

	DELIVERED	PICKED UP
PREMIER CONCRETE	55.00	55.00
CANADA BUILDING MATERIALS CO.	41.75	38.75
DUFFERIN CONCRETE PRODUCTS	46.85	40.85
DELTA READY MIX LIMITED	54.90	50.00

ANNUAL SUPPLY OF CONCRETE - 1991

PRICES PER m3

	OVERTIME CHARGES	UNDERLOAD CHARGES				COST FOR MULTIPLE DROPOFF LOAD
		1 m^3	2 m^3	3 m^3	4 m^3	
PREMIER CONCRETE	After 5:00 p.m. before 9:00 p.m. add $8/$m^3$	$120.00	$80.00	$50.00	$30.00	Same as Overtime charges
	After 9:00 p.m., before 7:00 a.m.add $16/$m^3$. Trucks held on sites in excess of 60 mins. will be assessed at therate of $1.00 per minute ($60/hr.)					
CANADA BUILDING MATERIALS CO.	For completion of deliveries started between 7:00 a.m. and 4:00 p.m. After 5:00 p.m. and before 9:00 p.m. add $8.00/$m^3$. After 9:00 p.m. and before 7:00 a.m. add $16.00/$m^3$. For other than above on request. No concrete deliveries on Saturdays, Sundays or Statutory Holidays	$120.00	$80.00	$50.00	$30.00	60 mins. per load allowed from first drop off. Additional time will be charged at $60.00 per hour ($1.00/min.)
DUFFERIN CONCRETE PRODUCTS	After 5:00 p.m. and before 9:00 p.m. add $8.00/$m^3$: After 9:00 p.m. and before 7:00 a.m. add $16.00/$m^3$	$120.00	$80.00	$50.00	$30.00	No charge
DELTA READY MIX LIMITED	After 5:00 p.m. and $8.00/$m^3$: After 9:00 add $16.00/$m^3$	$120.00	$80.00	$50.00	$30.00	Additional $60.00 after 1st hour

ANNUAL SUPPLY OF CONCRETE - 1991

PRICES PER m3

SUPPLIER	PLANT HOURS	LOCATION OF PLANTS	HEAT DURING HEATING SEASON	ADMIXTURE OR ADMIXTURES TO BE SUPPLIED
PREMIER CONCRETE	7:00 a.m. to 5:00 p.m. Mon.-Fri.	349 Kenora Avenue Hamilton	$7.00 m^3/Nov.1-Apr.15	Euclid Chemical Canada Air Entrainment, W.R.A.
CANADA BUILDING MATERIALS CO.	7:00 a.m. to 5:00 p.m.	Howard Road & Upper Ottawa	$7.00 m^3/Nov.1-Apr.15	Mulco Airex L and TCDA XA
DUFFERIN CONCRETE PRODUCTS	7:00 a.m. to 5:00 p.m. Mon.-Fri.	1925 Barton East Hamilton	$7.00 M^3	Mulco Inc., Montreal
DELTA READY MIX LIMITED	7:00 a.m. to 5:00 p.m. Mon.-Fri.	1875 Barton East Hamilton	Nov.1-April 15	WRA & Air Entrainment

All Canadian Content 100%

UNABLE TO BID: Cayuga Materials

5b

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 24

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: ANNUAL SUPPLY OF CHEMICALS, PUBLIC WORKS DEPARTMENT, 1991

RECOMMENDATION:
That purchase orders be issued for the supply and delivery of Chemicals as and when required during 1991 by the Public Works Department, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and that expenditures be financed from the Stock Account No. CH56197 60999, as follows:

Pollard Highway Products, Harrow
Liquid Calcium Chloride $0.1544/litre

Price based on supplied and applied, PST included. Minimum load 13,325 litres. Premium of $0.0046 per litre if loads are less.

General Chemical Canada Ltd., Mississauga
Flake Calcium Chloride $0.3022/kg.

Minimum truckload of 560 x 40 kg. bags. Split loads delivered for an additional charge of $50/drop off. Returnable pallets $20/ea. refundable when returned prepaid to origin.

GST and PST extra where applicable.

T. Bradley

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

*BACKGROUND:*Tender Analysis

	FLAKE	LIQUID
	Calcium Chloride	
Pollard Highway Products, Harrow	$0.319/kg.	$0.1544/l
General Chemical Canada, Mississauga	0.3022/kg.	No Bid
Anco Chemicals, Maple	0.418/kg	No Bid
Diversey Inc., Mississauga	0.72/kg.	No Bid
Quadra Chemicals, Mississauga	0.33/kg.	No Bid
Canadian Protective, Pickering	0.34/kg.	No Bid

$54,775 was spent in 1990 for this commodity

PART III - CHEMICALS - 1991

Price Per Unit, F.O.B. City, Regional, or Area Municipality Yards As Noted
ALL TAXES EXTRA

SUPPLIER	Flake Calcium Chloride in 40 kg Bags per kg Region	Hamilton	Ancaster	Conservation Authority	Dundas	Stoney Creek	Liquid Calcium Chloride per litre Flake Equivalent Metric Tonne Hamilton	Glanbrook
POLLARD HIGHWAY - ORIGIN	$0.3392/kg. Amherstburg *	$0.319/kg.	$0.3392/kg.	$0.3392/kg.	$0.3392/kg.	$0.3392/kg.	$0.1544/litre Amherstburg **	$0.1544/litre
ANCO CHEMICALS - ORIGIN	$0.418 Amherstburg - (22.7 kg. bags)	$0.418	$0.418	$0.418	$0.418	$0.418	NO BID	
DIVERSEY INC. - ORIGIN	$ .72/kg. Mississauga (20 kg.bag Ice Dust $14.40/bag)	$ .72/kg.	$ .72/kg.	$ .72/kg.	$ .72/kg.	$ .72/kg.	NO BID	
QUADRA CHEMICALS - ORIGIN	$0.33/kg. Couillet, Belgium (25/kg. bag)	$0.33/kg.	NO BID	$0.33/kg.	NO BID	NO BID ***	NO BID	
GENERAL CHEMICAL - ORIGIN	$0.3022/kg. Amherstburg **** $302.15/mt.	$0.3022/kg.	$0.3022/kg.	$0.3022/kg.	$0.3022/kg.	$0.3022/kg.	NO BID	
CANADIAN PROTECTIVE - ORIGIN	$ .34/kg. Pickering *****	$ .34/kg.	$ .34/kg.	$ .34/kg.	$ .34/kg.	$ .34/kg.	NO BID	

* - When price only - min.del. 10,886 kg. to one location. All deliveries subject to $57.20/drop charge after 1st drop. All deliveries on pallets subject to $20/pallet deposit charge. Prices subject to change due to any increase in the federal or provincial sales taxes.

** - Based on 35% strength liquid calcium chloride. Price based on supplied and applied, therefore PST is included. Minimum load size 13,325 litres. Premium of $0.0046 per litre if loads are less than minimum

*** - All loads, except City, subject to $50/drop charge after first drop. All material del. on pallets in 25 kilo bags. All loads subjec to $20/pallet deposit. Pallets are reimbursable when returned prepaid to Ontario warehouse. Prices based on min.truckload of 30,000 kg.

**** - Min. truckload of 560 x 40 kg. bags. Split loads will be del. for an additional charge of $50/drop-off. Returnable pallets $20/ea. refundable when returned prepaid to Amherstburg.

***** - FOB destination. No skid charge. Packaging 40 kg. poly bag - 30 per skid.

5c.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 24

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: ANNUAL SUPPLY OF AGGREGATES, PUBLIC WORKS DEPARTMENT, 1991

RECOMMENDATION:
That purchase orders be issued for the supply and delivery of Aggregates as and when required during 1991 by the Public Works Department, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and that expenditures be financed from the Stock Account No. CH56197 60999, as follows:

<u>Cayuga Materials, Cayuga</u>	
Granular 'A', 9.5mm Screenings, 19mm Crusher Run	$ 8.16
<u>Steetley Lime & Aggregates, Dundas</u>	
Granular 'A', 53mm Crusher Run - picked up	$ 7.00
Granular 'A', 9.5mm Screenings	$ 8.50
19mm Clear	$ 9.55
9.5mm and 64mm Chips Washed	$10.50
<u>TCG Materials, Cambridge</u>	
9.5mm Chips Washed - picked up	$ 8.25
6.4mm Chips Washed - picked up	$ 8.95
19mm Clear	$ 9.60
9.5mm and 6.4mm Chips Washed	$11.40
19mm Crusher Run	$ 8.65

Taro Aggregates, Hamilton	
Granular 'A', 53mm Crusher Run - picked up	$ 7.10
19mm Clear	$ 7.40

GST and PST extra where applicable. Prices per tonne, delivered, unless otherwise specified.

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:
$269,920 was spent in 1990 for this commodity. See spreadsheet attached for comparison prices. Suppliers chosen for delivery "P" on basis of plant locations.

Ref: 0133D.90

AGGREGATES - 1991
CRUSHED STONE

DELIVERY "P" LOADED ON AREA MUNICIPALITY
REGIONAL AND H.R.C.A. TRUCKS AT SUPPLIER'S PLANT
Price per Metric Tonne

ALL TAXES EXTRA

SUPPLIER	GRANULAR 'A'	19 mm CLEAR	9.5 mm CHIPS (WASHED)	6.4 mm CHIPS (WASHED)	19 mm 53 mm CLEAR	53 mm CRUSHER RUN	CRUSHER RUN	RUBBLE STONE	ATHLETE FIELD LIME	75-200 mm GABION STONE	9.5 mm SCREENING
STEETLEY LIME	$ 7.00	$10.65	$11.50	$11.50	$10.65	$ 7.00	$ 7.00	$10.80	$ 9.25	$11.00	$ 5.00
T.C.G. MATERIALS	$ 4.95	$ 7.25	$ 8.25	$ 8.95	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$ 3.25
NELSON AGGREGATE	$ 6.92 FOB Lincoln Quarry	$ 7.77	$ 9.60	$ 9.60	$ 7.61	$ 6.92	$ 6.63	No Bid	$ 9.22	$ 9.79	$ 6.63
CAYUGA MATERIALS	$ 7.27	$11.30	No Bid	No Bid	No Bid	$ 7.27	$ 7.27	No Bid	No Bid	No Bid	$ 7.27
TARO AGGREGATES	$ 7.10	$ 7.40	No Bid	No Bid	$ 7.40	$ 7.10	$ 7.10	$ 7.40	No Bid	No Bid	$ 7.40
FLAMBORO QUARRIES	$ 6.75	$ 9.25	$ 9.75	$ 9.75	$ 8.25	$ 6.75	$ 6.75	$ 8.75	No Bid	$ 9.75	$ 6.75

AGGREGATES - 1991
CRUSHED STONE

DELIVERY "D" SUPPLY TO VARIOUS ZONES
Price per Metric Tonne

GRANULAR 'A'

SUPPLIER	ZONE 1	ZONE 2	ZONE 3	ZONE 4	ZONE 5	ZONE 6	ZONE 7	ZONE 8	ZONE 9	ZONE 10	ZONE 11
STEETLEY LIME *	$ 7.20	$ 7.45	$ 6.90	$ 7.30	$ 7.85	$ 7.75	$ 8.25	$ 8.25	$ 8.65	$ 8.90	$ 8.50
T.C.G. MATERIALS	$ 7.25	$ 7.50	$ 6.95	$ 7.35	$ 7.90	$ 7.80	$ 7.90	$ 8.30	$ 8.30	$ 8.55	$ 8.65
NELSON AGGREGATE	$ 8.90	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$ 9.26	$ 8.44	$ 8.09	No Bid
CAYUGA MATERIALS	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$ 7.99	$ 7.82	$ 7.82	$ 8.27	$ 8.16
FLAMBORO QUARRIES	$ 9.85	$10.20	$10.20	$10.00	$ 9.85	$10.00	$10.60	No Bid	No Bid	No Bid	No Bid

* - All deliveries based on tractor trailers. Add $.50 per tonne for tandem deliveries

AGGREGATES - 1991
CRUSHED STONE

DELIVERY "D" SUPPLY TO VARIOUS ZONES
Price per Metric Tonne

19 MM CLEAR

SUPPLIER	ZONE 1	ZONE 2	ZONE 3	ZONE 4	ZONE 5	ZONE 6	ZONE 7	ZONE 8	ZONE 9	ZONE 10	ZONE 11
STEETLEY LIME *	$10.54	$10.90	$10.90	$11.15	$10.55	$11.50	$11.50	$11.90	$12.50	$12.50	$ 9.55
T.C.G. MATERIALS	$10.65	$10.95	$10.70	$11.05	$10.55	$11.05	$11.20	$11.65	$11.85	$11.85	$ 9.60
NELSON AGGREGATE	$11.40	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$12.28	$11.06	$10.71	No Bid
CAYUGA MATERIALS	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$11.30	$10.86	$10.86	$11.46	$11.46
FLAMBORO QUARRIES	$13.10	$13.10	$13.10	$12.90	$12.65	$12.90	$13.40	No Bid	No Bid	No Bid	No Bid

* - All deliveries based on tractor trailers. Add $.50 per tonne for tandem deliveries

AGGREGATES - 1991
CRUSHED STONE

DELIVERY "D" SUPPLY TO VARIOUS ZONES
Price per Metric Tonne

9.5 MM CHIPS WASHED

SUPPLIER	ZONE 1	ZONE 2	ZONE 3	ZONE 4	ZONE 5	ZONE 6	ZONE 7	ZONE 8	ZONE 9	ZONE 10	ZONE 11
STEETLEY LIME *	$10.85	$11.00	$11.00	$11.15	$10.80	$11.75	$11.75	$12.50	$12.90	$12.90	$10.50
T.C.G. MATERIALS	$10.89	$11.05	$10.95	$11.30	$10.75	$11.30	$11.55	$11.95	$12.05	$12.05	$11.40
NELSON AGGREGATE **	$12.75	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$12.16	$11.93	$11.58	No Bid
CAYUGA MATERIALS	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$11.63	$11.19	$11.19	$11.91	$11.79
FLAMBORO QUARRIES	$13.20	$13.20	$13.20	$13.00	$12.75	$13.00	$13.50	No Bid	No Bid	No Bid	No Bid

* - All deliveries based on tractor trailers. Add $.50 per tonne for tandem deliveries
** - Zone 1 - 9.5 mm chips are not washed. Delivered prices via tandem from quarry, Burlington. For tractor trailer subtract $.50 per tonne from these prices.
Zones 8-9--10 - Delivered prices via tractor trailer from Lincoln quarry, Beamsville

AGGREGATES - 1991
CRUSHED STONE

DELIVERY "D" SUPPLY TO VARIOUS ZONES
Price per Metric Tonne

6.4 MM CHIPS WASHED

SUPPLIER	ZONE 1	ZONE 2	ZONE 3	ZONE 4	ZONE 5	ZONE 6	ZONE 7	ZONE 8	ZONE 9	ZONE 10	ZONE 11
STEETLEY LIME *	$10.85	$11.00	$11.00	$11.15	$10.80	$11.75	$11.75	$12.50	$12.90	$12.90	$10.50
T.C.G. MATERIALS	$10.89	$11.05	$10.95	$11.30	$10.75	$11.30	$11.55	$11.95	$12.05	$12.05	$11.40
NELSON AGGREGATE	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$12.16	$11.93	$11.58	No Bid
CAYUGA MATERIALS	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$11.63	$11.19	$11.19	$11.91	$11.79
FLAMBORO QUARRIES	$13.20	$13.20	$13.20	$13.00	$12.75	$13.00	$13.50	No Bid	No Bid	No Bid	No Bid

* - All deliveries based on tractor trailers. Add $.50 per tonne for tandem deliveries

AGGREGATES - 1991
CRUSHED STONE

DELIVERY "D" SUPPLY TO VARIOUS ZONES
Price per Metric Tonne

19 MM CRUSHER RUN

SUPPLIER	ZONE 1	ZONE 2	ZONE 3	ZONE 4	ZONE 5	ZONE 6	ZONE 7	ZONE 8	ZONE 9	ZONE 10	ZONE 11
STEETLEY LIME *	$ 7.20	$ 7.45	$ 6.90	$ 7.30	$ 7.85	$ 7.75	$ 8.25	$ 8.25	$ 8.65	$ 8.90	$ 8.50
T.C.G. MATERIALS	$ 7.25	$ 7.50	$ 6.95	$ 7.35	$ 7.90	$ 7.80	$ 7.90	$ 8.30	$ 8.30	$ 8.55	$ 8.65
NELSON AGGREGATE	$ 8.90	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$ 8.97	$ 8.44	$ 8.09	No Bid
CAYUGA MATERIALS	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$ 7.99	$ 7.82	$ 7.82	$ 8.27	$ 8.16
FLAMBORO QUARRIES	$ 9.85	$10.20	$10.20	$10.00	$ 9.85	$10.00	$10.60	No Bid	No Bid	No Bid	No Bid

* - All deliveries based on tractor trailers. Add $.50 per tonne for tandem deliveries

AGGREGATES - 1991
CRUSHED STONE

DELIVERY "D" SUPPLY TO VARIOUS ZONES
Price per Metric Tonne

75 - 200 MM GABION STONE

SUPPLIER	ZONE 1	ZONE 2	ZONE 3	ZONE 4	ZONE 5	ZONE 6	ZONE 7	ZONE 8	ZONE 9	ZONE 10	ZONE 11
STEETLEY LIME *	$13.39	$13.56	$13.56	$13.00	$13.39	$13.92	$13.92	$14.04	$14.66	$14.46	$12.90
NELSON AGGREGATE	$11.75	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$12.74	$12.51	$12.16	No Bid
FLAMBORO QUARRIES	$13.30	$13.50	$13.50	$13.50	$13.50	$13.50	$14.00	No Bid	No Bid	No Bid	No Bid

9.5 MM SCREENINGS

STEETLEY LIME *	$ 7.20	$ 7.45	$ 6.90	$ 7.30	$ 7.85	$ 7.75	$ 8.25	$ 8.25	$ 8.65	$ 8.90	$ 8.50
T.C.G. MATERIALS	$ 9.00	$ 8.50	$ 8.50	$ 8.50	$ 8.75	$ 8.50	$ 8.50	$ 9.25	$ 9.35	$ 9.35	$ 9.15
NELSON AGGREGATE	$ 6.85	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$ 8.97	$ 8.44	$ 8.09	No Bid
CAYUGA MATERIALS	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	$ 7.72	$ 7.55	$ 7.55	$ 8.27	$ 8.16
FLAMBORO QUARRIES	$ 9.85	$10.20	$10.20	$10.00	$ 9.85	$10.00	$10.60	No Bid	No Bid	No Bid	No Bid

* - All deliveries based on tractor trailers. Add $.50 per tonne for tandem deliveries

5d

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 24

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: ANNUAL SUPPLY OF ASPHALT, PUBLIC WORKS DEPARTMENT 1991

RECOMMENDATION:
That purchase orders be issued for the supply and delivery of Asphalt as and when required during 1991 by the Public Works Department, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and that expenditures be financed from the Stock Account No. CH56197 60999, as follows:

Cayuga Materials, Cayuga	
Asphalt Binder Course HM3	$ 41.92/tonne
Asphalt Binder Course HM5	$ 37.23/tonne
Liquid Asphalt Cement	$ 1.42/litre
Red-D-Mix Concrete, Hamilton	
Steel Slag Asphalt	$ 44.80/tonne
Asphalt Binder Course HM3	$ 40.50/tonne
Asphalt Binder Course HM5	$ 35.90/tonne
Liquid Asphalt Cement	$ 1.50/litre
Cold Laid Patching Material	$ 57.25/tonne
Taro Aggregates, Hamilton	
Asphalt Binder Course HM3	$ 43.25/tonne
Asphalt Binder Course HM5	$ 39.00/tonne
Liquid Asphalt Cement	$ 3.25/litre
Cold Laid Patching Material	$ 56.00/tonne

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

SUBJECT: ANNUAL SUPPLY OF ASPHALT, PUBLIC WORKS DEPARTMENT, 1991

Norjohn Limited, Thorold

MTC Primer - delivered	$ 0.3993/litre
Cationic Asphalt Emulsions CRS2 - delivered	$ 0.2880/litre
- picked up	$ 0.2830/litre
Asphaltic Concrete Patching Mixture - delivered	$100.00/tonne

GST and PST extra where applicable

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:
$916,323 was spent in 1990 for this commodity. See spreadsheet attached for comparison prices. Loaded on City of Hamilton Trucks at Contractor's plant unless otherwise indicated. Supplier will be chosen on the basis of low bidder first then location of Contractor's plant to job site.

Ref: 0126D.90

ANNUAL SUPPLY OF ASPHALT - 1991
PRICE PER TONNE
ALL TAXES EXTRA

DELIVERY "P" - LOADED ON AREA MUNICIPALITY OR REGIONAL TRUCKS AT CONTRACTOR'S PLANT APRIL 15 TO DECEMBER 31
DELIVERY "D" - DELIVERED WITHIN CITY AND REGIONAL LIMITS

	STEEL SLAG ASPHALT "P"	STEEL SLAG ASPHALT "D"	ASPHALT SURFACE COURSE H.M.3 "P"	ASPHALT SURFACE COURSE H.M.3 "D"
CAYUGA MATERIALS	NO BID	NO BID	$41.92	NO BID
TARO AGGREGATES	NO BID	NO BID	$43.25 (LIMESTONE)	NO BID
RED-D-MIX CONCRETE	$44.80	NO BID	$40.50	NO BID

	ASPHALT BINDER COURSE H.M. 5 "P"	ASPHALT BINDER COURSE H.M. 5 "D"	HOT LIQUID ASPHALT FOR WINTER PATCHING "P" ONLY
CAYUGA MATERIALS	$37.23	NO BID	NO BID
TARO AGGREGATES	$39.00 (LIMESTONE)	NO BID	NO BID
RED-D-MIX CONCRETE	$35.90	NO BID	$1.75 LITRE

	UNIT RATE FOR SUPPLYING LIQUID ASPHALT CEMENT UNDER DELIVERY "P"
CAYUGA MATERIALS	$ 1.42 litre
TARO AGGREGATES	$ 3.25 litre
RED-D-MIX CONCRETE	$ 1.50 litre

PART 2 - PRICE PER LITRE, FOB VARIOUS REGIONAL AND CITY YARDS
ALL TAXES EXTRA

	MTC PRIMER IN TANK TRUCKS	CATIONIC ASPHALT EMULSIONS CRS-2	COST TO SUPPLY TANK	SURCHARGE TO FILL STORAGE TANKS
NORJOHN LIMITED	$0.3993	$0.2880	NO CHARGE	NO CHARGE
T.J. POUNDER (ONTARIO) LTD.	NO BID	$0.330	NIL	NIL
MC ASPHALT INDUSTRIES	$ .37	$1.00	$100 PER DAY	$ .015
ASPHALT ENGINEERING	$0.480	$0.347	$1,000.00	$52/HOUR OVER

	CATIONIC ASPHALT EMULSIONS PRICE PER LITRE CRS - 2		CRS-2 LATEX MODIFIED	ANIONIC ASPHALT EMULSIONS RS-2 "D" ONLY
	"P"	"D"	"D" ONLY	
NORJOHN LIMITED	$0.2830	$0.2880	$0.3650	$0.2880
T.J. POUNDER	$0.310	$0.332	$0.409	$0.332
MC ASPHALT INDUSTRIES	$0.275	$0.29	$0.37	$0.29
ASPHALT ENGINEERING	$0.315	$0.349	$0.422	$0.332

	CATIONIC ASPHALT EMULSIONS DELIVERED IN TANK TRUCKS PRICE PER LITRE TO TOWN OF ANCASTER CRS-2	CRS-1	TO TOWN OF STONEY CREEK RS-1	THROUGHPUT SURCHARGE TO FILL STORAGE TANKS
NORJOHN LIMITED	$0.2880	$0.2880	$0.2880	NO CHARGE
T.J. POUNDER	$0.332	$0.332	$0.332	NIL
MC ASPHALT INDUSTRIES	$ .29	$ .29	$ .29	N/C
ASPHALT ENGINEERING	$0.349	$0.349	$0.332	$52/HR. OVER 2 HOURS

PART 3 - COLD LAID STOCKPILED PATCHING MATERIAL MIXTURE - PRICE PER TONNE
ALL TAXES EXTRA

	PICKED UP	DELIVERED
TARO AGGREGATES	$56.00	NO BID
RED-D-MIX CONCRETE	$57.25	$63.25
NORJOHN LIMITED *	$55.00	$60.00

PART 3 - PREMIUM (PERMANENT) ASPHALTIC CONCRETE PATCHING MIXTURE
(QPR2000 OR RDM 6000) - PRICE PER TONNE

	PICKED UP	DELIVERED
RED-D-MIX CONCRETE	$97.50	$103.50
NORJOHN LIMITED **	$95.00	$100.00
T.C.G. MATERIALS	$91.25	$109.85

* FOB Vineland Quarries
** FOB Walker Brother Quarries

6.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 30

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Miss Tina Agnello, Secretary
Transport and Environment Committee

SUBJECT: **AIR AND WASTE MANAGEMENT ASSOCIATION CONFERENCE - APRIL 29 TO 30, 1991 HAMILTON, ONTARIO**

RECOMMENDATION:

(a) That the Chairman or his designate be authorized to attend the Air and Waste Management Association Conference to take place on April 29 to 30, 1991 in Hamilton.

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1991 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Costs to be charged to Aldermen Travel Account No. CH55210 10010 from the 1991 Operating Budget.

BACKGROUND:

Conference outline as attached.

OVERVIEW:

Global warming, atmospheric ozone depletion, air pollution from cars and trucks, alternatives for waste disposal - these are common topics for conversation among scientists as well as the public.

The AWMA -OS has assembled an exciting and stimulating program for this year's Annual Spring Conference: "Air and Waste Management for the 90's".

Included during the two and a half day conference will be presentations on possible technical solutions to current air and waste problems.

A combination of keynote speakers drawn from senior levels of industry and the government will provide overviews of regulatory developments in California and the United States to deal with complex air and waste issues.

The controversial topic of "How Clean Can We Afford?" will be discussed by a diverse panel of experts representing the public and private sectors.

WHO SHOULD ATTEND?

This Conference will be of particular interest to all managers, scientists and engineers who have environmental responsibilities in industry, government, and consulting.

REGISTRATION INFORMATION

1991 Annual Spring Conference
Air and Waste Management Association – Ontario Section
April 28 – May 1, 1991
Sheraton Hotel, Hamilton
116 King St. W
Hamilton, Ontario L8P-4V3
(416-529-5515)

Full Registration Includes:
- President's Reception -April 28
- Lunches- April 29 and 30
- Consultants' Dinner and Entertainment- April 29
- All Technical Sessions
- Admission to exhibits - April 29
- Refreshments

Students are invited to attend the technical sessions free of charge but must register.

Entrance to all Conference activities is by badge only.

Cheques OR Money Orders should be made payable to:
" 1991 AWMA-OS SPRING CONFERENCE "

Please mail completed registration form and payment to:

Carol McLeod
P.O. Box 191
Newmarket, Ontario
L3Y 4X1

AWMA SPRING CONFERENCE PROGRAM OVERVIEW

Monday, April 29 **MORNING**

Plenary Session

- **AIR AND WASTE MANAGEMENT FOR THE 90'S**
  Chair - Helle Tosine, Ministry of the Environment

  Keynote speakers from Canada and the U.S. will focus on important air and waste management issues for the next decade. Regulatory overviews,NOx/VOx, California air initiatives, Federal waste management, and tradable permits are among the topical issues to be discussed.

Concurrent Sessions **AFTERNOON**

- **MOBILE SOURCES**
  Chair- Terrance P. Stopps, Ministry of the Environment

  This session will examine the current and future trends of motor vehicle pollution Vehicle use, public transportation, source inventories, and new developments in low-pollution vehicles will be presented, panel discussion will cover goals for the transportation sector and how to get there.

- **MODELING AND LEGISLATION - NOW AND IN THE FUTURE**
  Chair - Eva Voldner, Atmospheric Environment Service

  How are modeling studies used in a regulatory framework? How can we marry models with legislation? What is the future of integrated modeling? These and related issues will be clarified by leading government, industry, and academic experts.

- **WASTE CLEAN-UP ACTIVITIES**
  Chair - Don Bartkiw, Ministry of the Environment

  Leading Federal and Provincial government experts will present their strategies for waste management and site remediation. Clean-up technologies for soils and ground water, the Federal PCB destruction program, and a Hagersville update are other topics to be covered.

Tuesday, April 30 **MORNING**

Concurrent Sessions

- **FIXED SOURCES**
  Chair- Carole Burnham, Ontario Hydro

  The control of emissions from fixed sources will be highlighted in this session. The topical issues that will be addressed include: the development of LAER reviews, U.S. EPA BACT/LAER determinations, greenhouse gas control strategy, control of benzene from surface coating, and the state-of-the-art in incineration.

- **MONITORING**
  Chair- Doug Johnson, ORTECH

  Advanced analytical methods are needed for monitoring air pollution emissions. State-of-the-art technologies for source identification,continuous stack emissions monitoring, and auto emissions monitoring will be described. Criteria for ambient monitoring site selection and related issues will also be presented.

- **WASTE DIVERSION IN THE 90'S**
  Chair - Doug Hickman, MacLaren Engineers

  What can we do with all the waste we are generating? Perspectives from the environmentalist and the corporate sector will be presented in this session. Waste reduction, diversion, and recycling will be discussed The future of composting, paper recycling, and polystyrene recycling will be highlighted.

Concurrent Sessions **AFTERNOON**

- **CONTROL TECHNOLOGY**
  Chair- Paul Complin, MacLaren Engineers

  Can we effectively control air emissions? Presentations will address this important issue by examining current control technologies.

- **COMMUNITY EFFECTS OF POLLUTION**
  Chair - Bill Moroz, Wm. J. Moroz Associates

  The effects of air pollution will be examined in this session. Are the human health effects serious? What is the damage to vegetation? How are these effects used to assess the risk from air pollutants? These and related issues will be addressed.

- **ECONOMIC OPPORTUNITIES IN WASTE MANAGEMENT**
  Chair - Orna Salamon, Ministry of the Environment

  The presentations in this session will explore economic issues relating to waste management, explain some of the troubling trends in waste generation and disposal, and highlight ways economic principles can lead to more effective policies in solid waste management.

Wednesday, May 01 **MORNING**

Plenary Session

- **HOW CLEAN AN ENVIRONMENT WILL WE HAVE IN THE 90'S?**

  The final plenary session will wrap up the conference with a lively discussion of the key air and waste pollution issues that face society over the next decade. Can we eliminate health and other adverse effects of pollution and how much will it cost? Who will pay? Will we have to change our lifestyles to succeed? After brief presentations by leading experts on these topic, an open panel discussion with delegate participation will be held.

AFTERNOON

- Wednesday afternoon site tours are being arranged to recylcing facilities and waste management facilities in the local area. More details will be included in the second circular.

HOTEL ACCOMMODATION

Please make your hotel reservation directly with Sheraton Hotel, Hamilton by telephoning 416-529-5515.

Please specify that you are attending the 1991 AWMA Spring Conference in order to receive the special conference room rate. Parking is free only for registered guests.

1991 Annual Spring Conference
Air and Waste Management Association
Ontario Section
April 28 – May 1, 1991
Sheraton Hotel, Hamilton, Ontario

Full Registration Includes:
- President's Reception — April 28
- Lunches — April 29 and 30
- Consultants' Dinner and Entertainment — April 29
- All Technical Sessions
- Admission to Exhibits — April 29
- Refreshments

Students are invited to attend the technical sessions free-of-charge but must register.

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Cheques OR Money Orders should be made payable to:
"1991 AWMA-OS SPRING CONFERENCE"

Please mail completed **registration form and payment** to:

Carol McLeod
P.O. Box 191
Newmarket, Ontario
L3Y 4X1

Hotel Accomodation

Please make your hotel reservation **directly** with Sheraton Hotel, Hamilton by telephoning 416-529-5515 or 1-800-325-3535. Please specify that you are **attending the** 1991 AWMA Spring Conference in order to receive the special conference room rate.

JAN 2 4 1991

AIR & WASTE MANAGEMENT ASSOCIATION

Ontario Section

Annual Spring Conference 1991

First Circular

Air and Waste Management Through the 90's.

SOCIAL PROGRAMME

To begin the conference on Sunday evening, the PRESIDENT'S RECEPTION (wine and cheese will be held at the Sheraton Hotel) Register early, toast old acquaintances and make new ones

The CONSULTANT'S BUFFET will be held on Monday evening A sumptious feast is planned with lively after dinner entertainment.

Luncheons complete with bar service will be held on both Monday and Tuesday. The Monday buffet lunch will be held in the exhibits area to allow conference delegates to view the displays.

THE COMMITTEE

Conference Chairman: Helle Tosine
Ministry of the Environment
Tel: (416) 323-4576
Fax: (416) 323-4437

Technical Program: Ray Clement
Ministry of the Environment
Tel: (416) 235-5906
Fax: (416) 235-5744

Ray Klicius
Stanley Industrial Consultants Ltd.
Tel: (613) 567-2276
Fax. (613) 563-9621

Consultants Buffet: Tony van der Vooren
McLaren Plansearch Inc.
Tel (416) 756-3866
Fax: (416) 756-4998

Exhibits: Alan Screen
Flakt Canada Ltd.
Tel: (416) 273-7920
Fax: (416) 279-0911

Local Arrangements: Rob Tooley
Ministry of the Environment
Tel: (416) 326-1631
Fax: (416) 326-1733

Publicity: Wendy Mortimer
Ontario Hydro
Tel: (416) 231-4111 (Ext. 6979)
Fax. (416) 231-8054

Registration and Services: Carol McLeod
MLMS Services
Tel: (416) 898-1040
Fax: (416) 898-7937

Secretary: Ann McMillan
Atmospheric Environment Services
Tel: (416) 739-4867
Fax: (416) 739-4521

ENVIRONMENTAL TRADE SHOW

On Monday April 28th the Association will be arranging a show of suppliers of equipment relevant to the concerns of this Conference, as well as consultants serving the air and waste management fields.

Exhibitors interested in reaching this very influential audience of environmental problem solvers and decision makers are invited to contact:

Alan Screen, Exhibits Coordinator
c/o Flakt Canada
2 Robert Speck Parkway
Suite 750
Mississauga, Ontario
L4S 1H8

SITE VISITS

Wednesday afternoon site tours are being arranged to recycling facilities and waste management facilities in the local area. More details will be included in the second circular

This pamphlet is printed on recycled paper, and can be recycled.

Name: _____

Position/Title: _____

Company: _____

Address _____

_____

_____

Postal Code: _____ Phone: _____

Badge Name: _____

Spouses Name: _____

Registration Fees

	Pre-Registered (Post-marked by April 1 1991)	At Door	Please show amount for each item
Full Registration AWMA-OS Members	$275.00	$295.00	_____
Non-Members*	$285.00	$310.00	_____
April 29 Only (Technical + Lunch)	$175.00	$185.00	_____
April 30 Only (Technical + Lunch)	$175.00	$185.00	_____
Exhibitors' (Space + 3 Exhibits Only passes)	$375.00	N.A.	_____
Extra Lunch Tickets	$30.00	$30.00	_____
Extra Dinner Tickets	$50.00	$50.00	_____
Exhibits Only passes	$10.00	$10.00	_____
Spouse's Registration (meals)	$50.00	$50.00	_____

7a

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: January 17, 1991
DEPT FILE: T103-23(5)
COMM FILE: 3-11.9.1

SUBJECT

Street Closures and Temporary Closures - Hess Street South between King St. and Main St.

RECOMMENDATION

That the application of Mr. M. Temperly, agent for the Hess Village Merchant Association, to temporarily close Hess Street South from King Street to Main Street on;

i) Friday July 19, 1991 from 6:00 p.m. to 11:00 p.m.
ii) Saturday July 20, 1991 from 6:00 p.m. to 11:00 p.m.
iii) Sunday July 21, 1991 from 2:00 p.m. to 11:00 p.m.

in order that the Hess Village Merchant Association (24 Hess Street, South Hamilton) may hold a Jazz Festival;

be approved during the pleasure of City Council provided:

a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;

b) That advance temporary road closure signs be installed four weeks in advance by the City of Hamilton, Traffic Department, on the affected roadways, (if deemed appropriate) and at the expense of the organizing group;

c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;

Cont'd...

Street Closures and Temporary Closures - Hess Street South
between King St. and Main St.

Cont'd...

d) That the applicant provide proof of $2,000,000.00 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holds the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;

e) That the applicant reimburse the Regional Police; Department of Engineering; City of Hamilton, Traffic Department and any other agency for any costs incurred by these agencies as a result of this event.

f) That no property owner or resident within the barricaded area be denied access to their property upon request.

g) That all property owners and tenants along the closed portion of the road be notified of the event by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

We have received a request from Mr. M. Temperley, agent on behalf of the Hess Village Merchant Association, to hold a Jazz Festival on Friday July 19, Saturday July 20 and Sunday July 21, 1991.

This has become an annual event for the Hess Village Merchants and has been successful in drawing people to Hess Village. Our department has no objection to this event and Council has approved this particular event in the past.

IKC:kk
cc: Staff Sgt. M. Heddel, Regional Police Department
cc: J. G. Pavelka, Director of Public Works
cc: M. F. Main, Director of Traffic Services

7b.

FOR ACTION

REPORT TO: T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.
COMMISSIONER OF ENGINEERING

DATE: January 18, 1991
COMM FILE: 3-11-7
DEPT FILE: T103-37

SUBJECT:

Banner Processing Cost Recovery

RECOMMENDATION

That a cost of $55.00 be charged to applicants who have asked for the total amount of the banner fee to be refunded to them upon cancellation of the banner.

Ted Gill

E. M. GILL, P. ENG.
COMMISSIONER OF ENGINEERING

FINANCIAL IMPLICATIONS

A $55 charge will cover some of the administrative costs of banner application processing and refunding of the initial fee.

BACKGROUND

We receive many applications for banner installations which requires staff time to process. The present cost for banner applications is $215.00, which includes processing, installation and removal. The necessary documents are completed by the Engineering Department and submitted to the City of Hamilton Public Works Department to process payment.

Cont'd...

Banner Processing Cost Recovery

Cont'd...

When the banner is cancelled, both departments must then initiate return of payment to the applicant, and the City of Hamilton Treasury Department is then requested to reimburse the applicant, through the Engineering Department.

A fee of $55 will cover some of the City's costs resulting from a banner cancellation, and will reduce the numbers of frivolous or speculative bookings.

JKC:tt

7c.

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: January 25, 1991
DEPT FILE: T103-37
COMM FILE: 3-11-7

SUBJECT

Banner Display Application
January 18, 1993 to January 25, 1993

RECOMMENDATION

That the Hamilton-Wentworth Interagency Council on Smoking and Health, be permitted to display a promotional banner across Main St. W. in front of City Hall, from Monday, January 18, 1993 to Monday, January 25, 1993, with the following message:

NATIONAL NON-SMOKING WEEK

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $215.00, plus 7% G.S.T. payable to the City of Hamilton, c/o Public Works Department, is required.

Cont'd .....

Banner Display Application
January 18, 1993 to January 25, 1993

Cont'd .....

BACKGROUND

We have received an application from the Hamilton-Wentworth Interagency Council on Smoking and Health, requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application. This application is being presented to your Committee because this applicant has never erected a banner before, and Council direction is that new applicants be reviewed by Council the first time through the process.

JKC:cad

7d.

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: January 24, 1991
DEPT FILE: T103-14
COMM FILE:

SUBJECT

Annual Overload Permit
L.P. Services

RECOMMENDATION

a) That in accordance with By-Law 89-72, L.P. Services be granted an Annual Overload Permit for the year 1991 for one (1) tractor trailer for a total fee of $762.00; and,

b) That 11% or $83.80 be credited to City Account No. 25827011 (Overload Permit Fees), and that 89% or $678.20 be credited to Regional Account No. 46025-301502.

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

One (1) vehicle carrying 6.0 tonnes overload at the 1991 $127.00 overload charge per tonne results in a total fee of $762.00, of which 11% or $83.80 relates to City streets, and 89% or $678.20 relates to Regional roads.

BACKGROUND

A request has been received from L.P. Services for an Annual Overload Permit for one (1) tractor trailer unit to haul steel from Stelco and Ball Packaging along Industrial Drive, Burlington Street, Wellington Street, Birge Street, Victoria Avenue and Depew Street. The truck will make approximately two (2) trips per day.

Cont'd .....

Annual Overload Permit
L.P. Services

Cont'd .....

The characteristics of the vehicles have been reviewed, and in accordance with By-Law 89-72 and the related current regulations of the Highway Traffic Act, the overloads and the related permit fee will be as follows:

One (1) vehicle - 6 tonnes overload at $127.00 per tonne = $762.00

LR:ja

cc: R. Pietroniro, Regional Finance
cc: R. Hayes, City Treasury Department

7e.

FOR ACTION

REPORT TO: T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: Jan. 24, 1991
COMM FILE:
DEPT FILE: (See Schedule)

SUBJECT

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION

a) That the following City lands be incorporated into the street as noted in Schedule 'A'.

Acadia Drive	Part of Part 14, Plan 62R-11096
Eaglewood Drive	All of Block 22, Plan 62M-643
Dartnall Road	Parts 1&5, Plan 62R-9687 and Part 1, Plan 62R-9651

b) That the By-Laws attached to this report to carry out the incorporation of the said lands into the foregoing street be enacted by Council.

c) That the Commissioner of Engineering be authorized and directed to register the by-laws.

Ted Gill

E. M. Gill, P. Eng.
Acting Commissioner of Engineering

FINANCIAL CONSIDERATIONS

N/A

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City land into the road allowance as indicated in Schedule 'A', appended hereto.

for KML:ljm
Encl.

cc: Mr. K. E. Avery, City Clerk
Att: R. Morrison (encl.)
cc: Mr. F. Angelici, Planning Department

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Acadia Drive	Parts of Lot 9, Con.8 (formerly in Barton Township) designated as Parts 19,21,23 and the southerly 72.567m of Part 14, Plan 62R-11096	N/A	To extend Acadia Drive northerly from Acadia Drive as established by City of Hamilton By-Law No. 71-115	S610-03
Eaglewood Drive	Block 22, Plan 62M-643	N/A	To provide access to Eaglewood Drive, Plan 62M-643, from the lands to the south of and abutting said Block 22	S702-39
Dartnall Road	Parts of Lot 14, Con. 1, designated as Parts 1&5, Plan 62R-9687 and part of Lot 15, Con. 1, designated as Part 1, Plan 62R-9651 (formerly in Barton Township)	N/A	To complete the final the final road width of Dartnall Road in that area	S610-03 S708-52

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO INCORPORATE PARTS 19,21,23 AND SOUTHERLY 72.567M OF PART 14, PLAN 62R-11096 INTO ACADIA DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Acadia Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Acadia Drive.

Part of Lot 9, Concession 8 in the former geographic Township of Barton, designated as Parts 19, 21, 23 and the southerly 72.567m of Part 14, Plan 62R-11096

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1991.

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO INCORPORATE BLOCK 22, PLAN 62M-643
INTO EAGLEWOOD DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Eaglewood Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Eaglewood Drive.

Parcel Reserves -1
Section 62M-643

All of Block 22, Plan 62M-643

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1991.

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

**TO INCORPORATE PARTS 1 & 5, PLAN 62R-9687
AND PART 1, PLAN 62R-9651
INTO DARTNALL ROAD**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Dartnall Road by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Dartnall Road.

Parts of Lot 14, Concession 1, designated as Parts 1 and 5, Plan 62R-9687
and Part of Lot 15, Concession 1, designated as Part 1 on Plan 62R-9651
formerly in the Township of Barton

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1991.

City Clerk Mayor

7f.

FOR ACTION

REPORT TO: T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P. ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE:1991 January 31
COMM FILE:
DEPT FILE: E308-01

SUBJECT

Proposed Solid Waste Processing Facility (Ontrec Incorporated)
446 Burlington Street East, Hamilton

RECOMMENDATION

That the Ontario Ministry of the Environment be advised that the City of Hamilton does not object to Ontrec Incorporated developing a solid waste processing facility at 446 Burlington Street East in Hamilton, provided that the facility and its operation conforms entirely with the conditions and regulations specified by the Ontario Ministry of the Environment, as well as those required by the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

Some specific requirements include:

a) The facility operator must ensure that the existing catch basin at the entrance to the facility loading dock does not receive migrating leachate resulting from stockpiles of drywall and other contaminated materials which are exposed to rain and snow melt.

b) That the opening in the chain link fencing that separates the Ontrec operation and the neighboring Morris Lax Scrap Metals operation, be closed to prevent unauthorized movement of waste materials from one site to the other.

c) Appropriate spill containment and a suitable protection barrier should be provided for a diesel fuel storage tank located adjacent to the loading dock, to lessen the risk of environmental and physical damage as a result of vehicles operating in the vicinity of the tank.

Cont'd...

Proposed Solid Waste Processing Facility (Ontrec Incorporated)
446 Burlington Street East, Hamilton (Cont'd)

d) The proponent should be required to provide an assessment report from an independent authority on the condition of the storage tank which is buried south of the boiler room, and the type and volume of the liquid contained in it.

e) The proponent should be required to provide a storm water Best Management Practice (BMP) plan for the entire site, including the adjacent Morris Lax Scrap Metals operation, which may have an impact on the Ontrec Incorporated operation.

f) It is The City of Hamilton's desire that if the Ministry of the Environment issues Ontrec Incorporated a Certificate of Approval to operate the facility, that it be done with the condition that City of Hamilton Traffic Service staff, and the City's Noise Control Officer be given the opportunity to evaluate the viability of the facility while in operation, and furthermore, that the City of Hamilton's determination on the issue be reserved until such time as the investigative staff are fully prepared to provide their final informed opinions and recommendations.

That as the proponent is developing the facility on leased property, the City of Hamilton recommends to the Ministry of the Environment that if a Certificate of Approval is issued, that it be issued on condition that the Certificate be only valid for Ontrec Incorporated as tenants, and not for Morris Lax Scrap Metals the owners of the leased property.

per E.M. Gill, P. Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

Cont'd...

Proposed Solid Waste Processing Facility (Ontrec Incorporated)
446 Burlington Street East, Hamilton (Cont'd)

BACKGROUND

Ontrec Incorporated, the proponent seeking a Certificate of Approval from the Ministry of the Environment, has been operating a solid waste processing facility, without proper approval at 446 Burlington Street East in Hamilton, a location which the company leases from the owner Mr. Morris Lax.

Mr. Peter Callahan, the principal of Ontrec Incorporated was recently directed by the Ministry of the Environment to cease operations until the Ministry, as well as other agencies having jurisdiction over his operation, have an opportunity to evaluate his facility and operations for compliance.

The Ontrec operation deals primarily with sorting of various non-hazardous solid wastes for recycling purposes. Typically, the operation receives mixed loads of construction and demolition waste, various metals, cardboard, automotive tires, and excavated wastes such as concrete and asphalt. After sorting, the various recovered materials are disposed of at facilities which are able to utilize the materials for practical purposes. None of the process residue is expected to be disposed of at the solid waste disposal facilities operated by the Region.

While in operation, the Ontrec facility received approximately 40 tonnes of solid waste daily. Compared to other more established facilities within the Region, this facility can be classified as relatively small.

In keeping with established policy, Ministry officials have requested the City of Hamilton to comment on the viability of the proposed facility from a municipal jurisdictional perspective. In order to satisfy the City's and the Region's regulatory mandate, as well as the Ministry's request for comments, staff from various City and Regional departments were requested to visit the facility and to review the background documentation provided by Ontrec, and to prepare a final legal and technical determination that could be forwarded to the Ministry for their assessment purposes.

Copies of responses from the Planning and Development Department, Regional Engineering Sewer Use Control Section, City of Hamilton Building Department, the City of Hamilton Noise Control officer, and the City of Hamilton Traffic Services Department, all of which commented on the proposed operations, were received, and are appended to this report.

Cont'd...

Proposed Solid Waste Processing Facility (Ontrec Incorporated)
446 Burlington Street East, Hamilton (Cont'd)

A number of the responses mention operational shortcomings, and make specific recommendations that the facility operator should satisfy before municipal consent is given to the proposal. Since the Ontrec operation is currently on hold, and no processing activity is being carried out, it is difficult to evaluate the operation's impact on traffic, dust or noise. It would be prudent to have compliance officers from the City and the Region visit the facility, if Ontrec is authorized to proceed, to verify compliance with the special recommendation noted in all of the appended responses.

VT/cb
attach

cc: R. J. Whynott, Regional Chairman
M. Carson, Chief Administrative Officer

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

1991 January 28

Mr. V. Terluk, Manager
Solid Waste Operations Section
Department of Engineering

Dear Sir:

Re: 446 Burlington Street East
Solid Waste Processing Facility

In response to your memo of December 4, 1990, the Traffic Department has no objection to the proposed Solid Waste Facility at 446 Burlington Street East.

Mr. P. Callaghan was contacted to obtain information relative to our review and it was determined that the impact to the adjacent roadways and neighbourhood should be minimal. He advised that approximately 4-8 single unit trucks will access the property in question, each day. Access to the property is via Wilfred Street but an additional approach is available on Burlington Street.

It is difficult to determine all of the impacts of a facility like this until such time as it is fully operational and we reserve a final commitment until after the facility has been operating for some time. As an example, we may require that all vehicular movements be oriented to Burlington Street, if the actual number of trips per day is greater than expected or truck size is increased.

Should you require further information, please feel free to contact Ted Arnold at 546-3909.

Yours truly,

for Murray F. Main, P. Eng.
Director of Traffic Services

TA/ks

c.c. Ms. Tina Agnello, Secretary, Transport and Environment Committee

MEMORANDUM

OUR FILE NO. E307-01

DATE: December 21, 1990

TO: Val Terluk

FROM: Peter Dunn

SUBJECT: **Sewer Use Inspection of Solid Waste Processing Facility at 446 Burlington Street East, Hamilton**

Please find attached a copy of a memorandum sent to myself, Peter Callahan and Morris Lax. If you require further information, please contact our office at 545-0804.

attachment

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Engineering
71 Main Street West, Hamilton, Ont. L8N 3T4

Tel. (416) 546-4170
Fax (416) 526-6665

REGION OF HAMILTON-WENTWORTH
MEMORANDUM

Refer to File No.
Attention of
Your file No.

DATE: December 21, 1990

TO: P. Dunn - Environmental Control Officer
Sewer Use Control Office

FROM: W. Poole, Pollution Abatement Officer
Sewer Use Control Office

SUBJECT: **Sewer Use Inspection of Solid Waste Processing Facility at 446 Burlington Street East Hamilton**

With regard to sewer use of the above facility and within the limits of this jurisdiction, an inspection of 446 Burlington Street East was carried out on December 19, 1990.

This facility is leased from owner Morris Lax and is part of a larger building containing both Ontrec Inc., the processing facility in question and Morris Lax Scrap Metals. A concrete block wall divides the two facilities internally while a chain link fence divides the outside material storage yards of the two operations. There is an opening in this fence however that would allow the movement of vehicles between the two yards.

There are no floor drains in the process area itself with the exception of a sink and shower stall as shown on the site plan. The floor drain directly behind the operating oil-fired boiler accepts blowdown from this boiler. Boiler chemicals are not in use and therefore are not discharged with the blowdown.

The catch basin at the entrance to the loading dock is of some concern. Materials stored in the front yard may leach during rain events with the disposition of this leachate being this catch basin. Given the nature of the materials stored in the yard, ie: drywall, dirt and other contaminated materials, any leachate may migrate to the catch basin in the loading bay or to catch basins on Burlington St. This leachate may not meet the criteria of Sewer Use By-law R89-049.

We have identified the following problems with this site that should be addressed.

1) A new diesel fuel storage tank is located adjacent to the loading dock. No spill containment or protective barrier is provided for this tank as protection from damage as a result of vehicles operating in the vicinity of this tank.

2) A buried oil storage tank is located south of the boiler room and covered with earth and scrap wood panelling. The condition and volume of this tank is unknown at this time. The disposition of oil from this tank in event of leakage or rupture is also unknown.

3) The manhole at the South-East corner of the building is an unknown at this time. A storm water Best Management Practices (BMP) plan for the entire site at 446 Burlington St. E. including the Morris Lax Scrap Metals operation is required.

With regard to the actual processing area itself, we can see no apparent conflict with regard to sewer use, at this time.

cc: Mr. Peter Callahan
Mr. Morris Lax

FILE NO. E308-01
LETTER NO.
DEC 1 1990
COMM.
ENV.
PLNT.
INF.
ENG.
ADMIN.

BUILDING DEPARTMENT

MEMORANDUM

****

TO: V. Terluk, Manager
Solid Waste Operations Section

YOUR FILE: E308-01

FROM: L.C. King, P. Eng.
Building Commissioner

OUR FILE: 446 BURLINGTON ST. EAST
PHONE: 546-4655

DATE: 10 December 1990

RE: SOLID WASTE PROCESSING FACILITY
446 BURLINGTON STREET EAST

In response to your recent memo dated December 4, 1990 regarding the above-noted property this Department would comment as follows: -

1. The property is located in a "K" Industrial, zoning district.

2. "K" zoning permits heavy industrial uses as well as a salvage yard.

3. A waste processing facility is not specifically mentioned in the Zoning By-law, however, it is my opinion, that this interpretation would fall within the categories mentioned above, and would therefore be permitted, subject to the requirements for loading spaces as listed in Section 18(6)

L.C. King, P. Eng.,
Building Commissioner
BS/WKW/LCK/ggf

c.c. - P.C.Lampman

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
71 Main Street West, Hamilton, Ontario L8N 3T4

January 15, 1991

Refer to File No.
Attention of
Your File No. P6-3-2

V. Terluk, Manager
Solid Waste Operations Section
Region of Hamilton-Wentworth

Dear Sir:

Re: Solid Waste Processing Facility
446 Burlington Street East, Hamilton
16 West Avenue South
Your File: E308-01

This is further to your request for information on the above proposal.

1.0 OFFICIAL PLAN

The site in question is designated **INDUSTRIAL** on Schedule "A" - Land Use Concept of the Official Plan. The following Policies from the Official Plan are relevant to the proposal:

A.2.3.1 The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing.

A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality

control and waste control, including the quality of discharge and run-off.

A.2.3.26 INDUSTRIAL USES that are proposed to be developed adjacent to existing INDUSTRIAL USES will be encouraged to integrate the design and dimensions of structures, parking areas and access points with those of the adjacent uses.

B.2.4.3 In accordance with the intent of the Regional Official Plan, Council will encourage, and cooperate with, the Region in developing a program for resource recovery and recycling of SOLID WASTE materials.

C.4.2 Council will control domestic, commercial, industrial and other sources of POLLUTION by appropriate by-laws or other means as may be provided for in Provincial Statutes.

C.4.3. No development will be permitted unless it is of a standard that will conform with the current policies of the Provincial Government regarding air, noise and water POLLUTION.

The proposal complies with the Official Plan subject to the above policies.

2.0 NEIGHBOURHOOD PLAN COMPLIANCE

The site is designated **INDUSTRIAL** in the Approved Neighbourhood Plan. The proposal complies with the Approved Neighbourhood Plan.

3.0 ZONING BY-LAW COMPLIANCE

The site is zoned "K" - Heavy Industrial. According to the Building Department the proposal complies with the Zoning By-Law. The proposal should be circulated to the Building Department for their official comment, if this has not been done already.

4.0 **COMMENTS**

The major planning concern is the impact of the operation on adjacent residences. In this regard Official Plan Policy C.4.3 should be noted. Subject to the above-noted policy, the proposal would comply with the intent of the Official Plan and Neighbourhood Plan.

Yours truly,

A.L. Georgieff M.C.I.P.
Director of Local Planning

CL-M/mv:ns

Policy-Gen

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

January 16, 1991

Val Terlick
Manager of Solid Waste Operations
119 King Street West
Hamilton, Ontario

Gentlemen:

Re: Noise Study - Ontrec Inc. c/o Mr. Peter Callaghan
446 Burlington Street East, Hamilton, Ontario

As per your request, the City of Hamilton Noise Control Office conducted a noise study regarding the above noted industry.

As you are aware, Ontrec Inc. is a recycling company. The process is the shred waste material for recycling products. The equipment used is a 7 1/2 horse power, low speed shredder. The sound level created by the shredder while in full operation has no impact on the neighbouring residential area.

It is my understanding that Ontrec will expand in the future. For your information, should this expansion occur, the City of Hamilton Noise Control By-law would be enforced should noise complaints be registered with this department.

Should you require further information, please feel free to contact me at 679-4682.

Respectfully submitted,

F. Westaway
Noise Control Officer

FW/mt

8a.

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1990 December 13

REPORT TO: Chairman and Members
Engineering Services Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: **Erection of Special Street Name Signs in Business Improvement Areas in Hamilton-Ottawa Street B.I.A. (DT-111-90)**

RECOMMENDATION:

a) That the style of special street name sign submitted by the Ottawa Street B.I.A. as illustrated in the drawing appended hereto be approved; and

b) That the City of Hamilton Traffic Department be authorized to install and maintain the special street name signs as provided by the B.I.A. on Ottawa from the north side of Main to Barton.

FOR M.F. MAIN

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost of manufacture and initial installation of the special signs (including extra signs for future maintenance) is to be funded from the Commercial Improvement Program, by the City of Hamilton Public Works Department, Parks Division, Community Development Section. The labour and material costs associated with future maintenance will be funded from the regular regional street name sign accounts, for which sufficient funds have been allocated in the current budget.

BACKGROUND:

In April 1989 the Engineering Services Committee approved the concept of using special street name signs in Business Improvement Areas. Regional Council subsequently approved several recommendations dealing with the installation of special street name signs. One of the conditions was that special street name signs be subject to approval by the Commissioner of Engineering and the Director of Traffic Services. The approval was to

consider colour, style of artwork and legibility with the understanding that special street name signs are to carry no commercial or advertising message.

Following staff approval, special street name signs are to be submitted to the Engineering Services Committee and the Regional Council for approval of the design.

The Ottawa Street B.I.A. has submitted a sample of artwork to be used on special street name signs to be installed at intersections on Ottawa from the north side of Main to Barton. The sample is shown on the attached drawing. The Commissioner of Engineering and the Director of Traffic Services find the sample submitted satisfactory with respect to the aspects of colour, style or artwork, legibility and message.

Attach.


RED WITH WHITE LETTERS
OTTAWA STREET
We welcome you
RED

8b.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 23

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Hester Street and Greeningdon Drive - Request for School Crossing Guard (TEC-06-91)

RECOMMENDATION:

That a School Crossing Guard not be assigned to the intersection of Hester Street and Greeningdon Drive.

for M.F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard to any location in the City is estimated to be approximately $6,000.00 in 1991. No funds have been provided in the 1991 Traffic Department budget estimates for additional School Crossing Guards.

BACKGROUND:

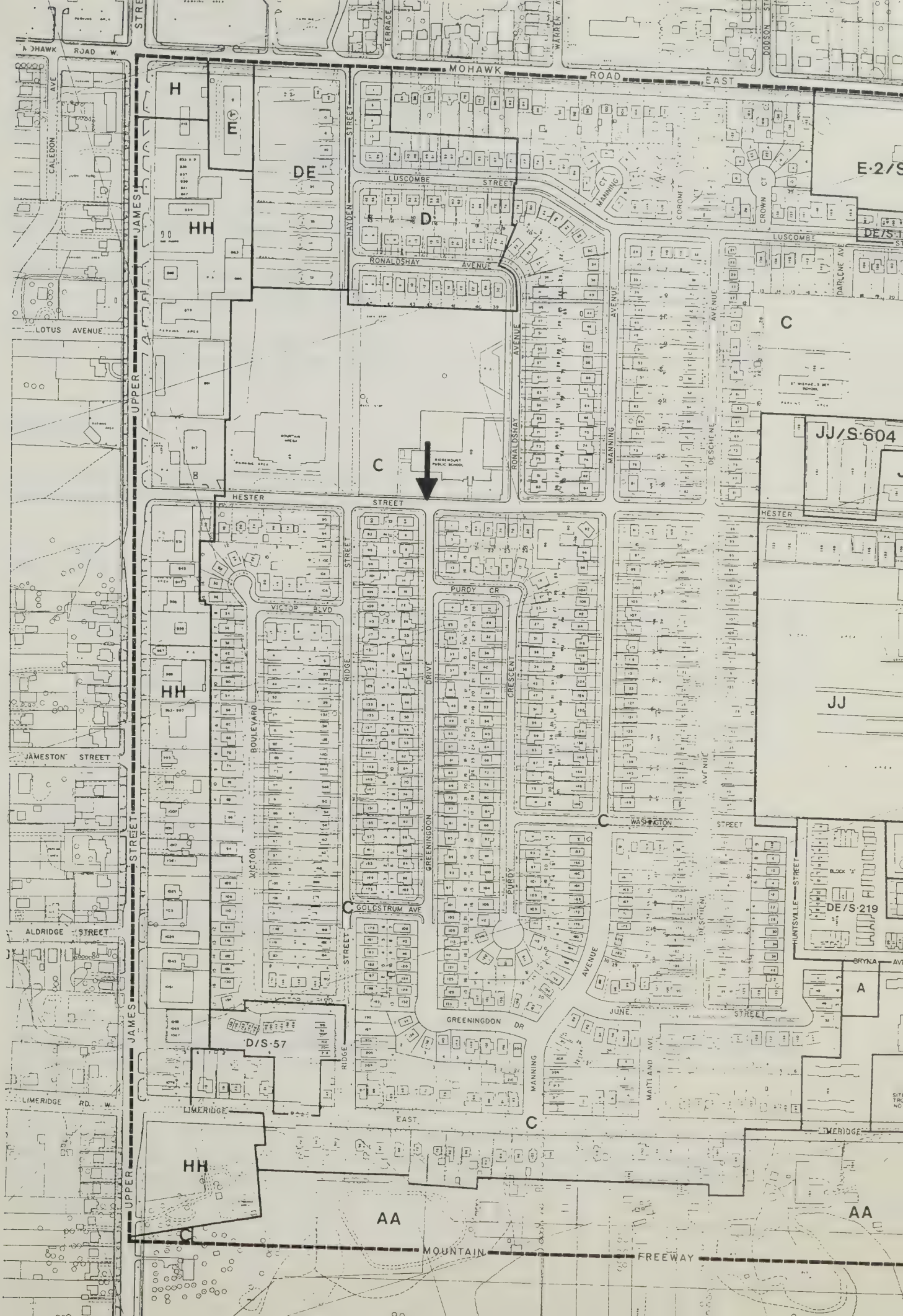
The Traffic Department is in receipt of a request from Isobel Berberick, 66 Victor Blvd., that a study be conducted to determine the need for a School Crossing Guard at the intersection of Hester Street and Greeningdon Drive. The Traffic Department conducted studies at this intersection on 1990 December 6.

It was observed that; in the morning crossing period 31 children crossed Hester and 12 crossed Greeningdon, in the lunch dismissal period 5 children crossed Hester and no children crossed Greeningdon, in the lunch entry period 7 children crossed Hester and 10 crossed Greeningdon, while in the evening crossing period 25 children crossed Hester and 12 crossed Greeningdon. Traffic volumes on Hester were observed to be approximately 150 and 250 vehicles per hour respectively during the lunch dismissal and lunch entry

periods and approximately 280 and 350 vehicles per hour, respectively during the morning and evening periods. These are considered to be moderately low volumes. Traffic volumes on Greeningdon were very low during the entire study period.

This intersection is controlled by a three-way stop. Observations indicate that there was excellent driver observance of these stop signs which created gaps in traffic during which the children were able to cross the intersection safely. Traffic Department records indicate that there has not been any reported collisions at this intersection in the past five years. This is an excellent collision record which could not be improved upon by assigning a School Crossing Guard to the location.

For these reasons, the Traffic Department recommends that a School Crossing Guard not be assigned to the intersection of Hester Street and Greeningdon Drive at this time.


MOHAWK ROAD EAST
MOHAWK ROAD W.
JAMES STREET
UPPER JAMES
CALEDON AVE
LOTUS AVENUE
HESTER STREET
LUSCOMBE STREET
RONALDSHAY AVENUE
HAYDEN STREET
MANNING AVENUE
DESCHENE AVENUE
CORONET CT
CROWN CT
DARLENE AVE
RIDGE HOUSE PUBLIC SCHOOL
VICTOR BLVD
VICTOR BOULEVARD
RIDGE DRIVE
GREENINGDON CRESCENT
PURDY CR
PURDY AVENUE
GOLDSTRUM AVE
GREENINGDON DR
JAMESTON STREET
ALDRIDGE STREET
LIMERIDGE RD. W.
LIMERIDGE EAST
WASHINGTON STREET
JUNE STREET
MAITLAND AVE
HUNTSVILLE STREET
BRYNA AVE
MOUNTAIN FREEWAY
H
E
DE
HH
D
C
JJ/S-604
JJ
D/S-57
DE/S-219
A
AA

8c

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 23

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Acadia Drive and the south leg of Twin Crescent and Acadia Drive and Balharbour Drive - Intersection Control. [TEC-13-91]

RECOMMENDATION:

a) That westbound traffic on the south leg of Twin Crescent be required to stop for northbound and southbound traffic on Acadia Drive; and

b) That eastbound traffic on Balharbour Drive be required to stop for northbound and southbound traffic on Acadia Drive; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

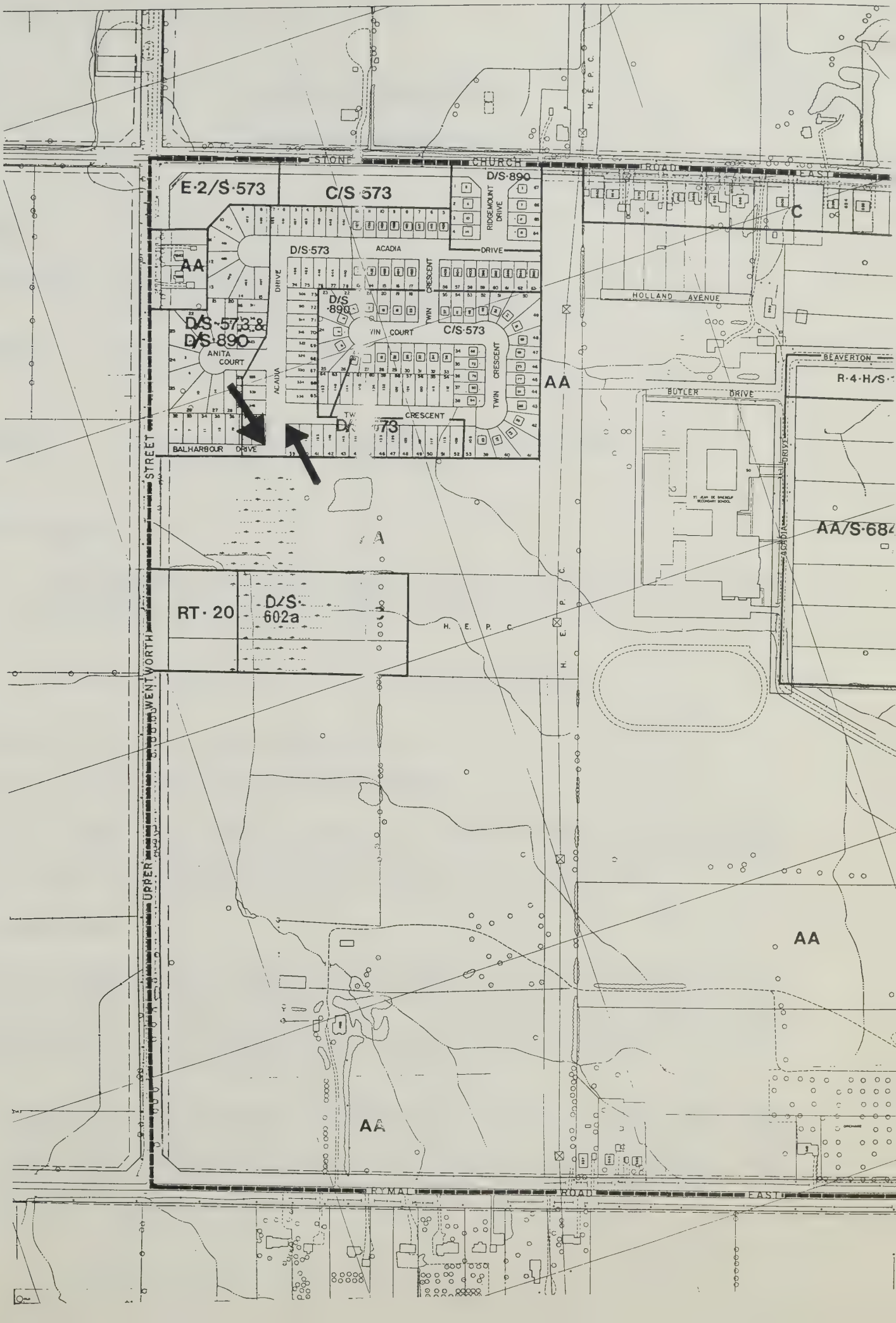
BACKGROUND:

The Traffic Department has received a request from Mr. David Walker, 145 Twin Crescent, that stop control be implemented at the intersections of Acadia and the south leg of Twin and that three-way stop control be implemented at the intersection of Acadia and Balharbour.

Both intersections are "T" type intersections, and presently, there is no stop control at either intersection. Traffic Department records indicate that there have been no reported collisions at either intersection since their recent construction. Thus, both intersections are operating safely.

The Traffic Department supports the request for westbound stop control on Twin at Acadia.

The Traffic Department has concluded that the intersection of Balharbour and Acadia does not meet the criteria for three-way stop control at this time. However, the Traffic Department does not object to erecting stop sign on the stem of this "T" type intersection such that eastbound traffic on Balharbour would be required to stop for northbound and southbound traffic on Acadia.


STONE CHURCH ROAD EAST
E-2/S-573
C/S 573
D/S-890
RIDGEMOUNT DRIVE
D/S-573
ACADIA DRIVE
AA
D/S-573 & D/S-890
ANITA COURT
D/S 890
TWIN COURT
C/S-573
TWIN CRESCENT
ACADIA DRIVE
BALHARBOUR DRIVE
HOLLAND AVENUE
C
BEAVERTON
BUTLER DRIVE
AA/S-684
UPPER WENTWORTH STREET
RT-20
D/S-602a
H. E. P. C.
AA
AA
AA

9a

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 December 7

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: **West 4th Street between McElroy Road and Southbend - Parking Regulations. (TEC-303-90)**

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of West 4th Street between McElroy Road West and Southbend Road West; and

b) That the City traffic By-law 89-72 be amended accordingly.

FOR M.F. MAIN

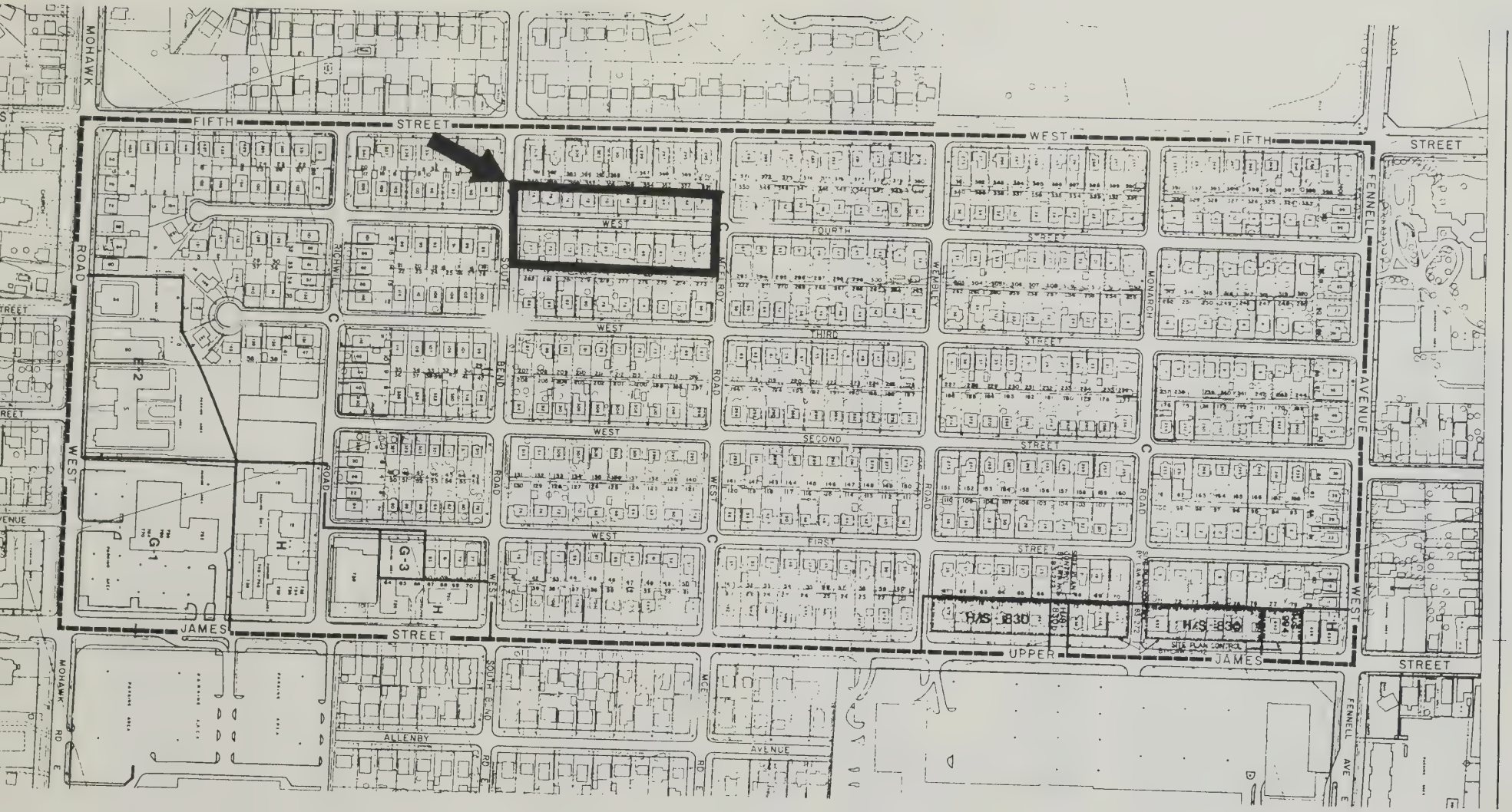
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are sufficient funds available within the 1990 Traffic Department Operating Budget for manufacturing, erecting and maintaining the required signs. However, the $24.00 annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of all 20 one, two and three family dwellings on West 4th Street in the block between McElroy Road West and Southbend Road West, requesting that a "One Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the street. Presently, there is unrestricted free parking on both sides of West 4th Street in this block.

The implementation of the requested regulation would significantly reduce long-term non-resident parking. Area residents of one, two and three family dwellings would be entitled to purchase permits to exempt their vehicles from the signed parking time limit. Therefore, since 100 percent of the abutting residents have signed the petition in favour of the proposed regulation, the Traffic Department concurs with the request.


FIFTH STREET WEST
FIFTH STREET
MOHAWK ROAD WEST
FENNELL AVENUE WEST
FOURTH STREET
THIRD STREET
SECOND STREET
FIRST STREET
JAMES STREET
UPPER JAMES STREET
MOHAWK ROAD EAST
FENNELL AVE E
ALLENBY ROAD
MCELROY AVENUE
SOUTH BEND ROAD
WESTMOUNT ROAD
MONARCH ROAD
HAS 830
SITE PLAN CONTROL
G-1
G-2
G-3
H

9b

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 22

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South side of Royal Avenue between Broadway Avenue and Bowman Street - Parking Regulations. [TEC-11-91]

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the south side of Royal Avenue between Broadway Avenue and Bowman Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Mary Kiss has advised that she wishes to initiate a parking prohibition on the south side of Royal between Broadway and Bowman.

Royal has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this block. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements. When considering changes to parking regulations on residential streets, the Transport and Environment Committee generally considers the opinions of the majority of abutting residents. However, since Alderman Kiss has advised that she wishes to initiate this change in parking regulations, the Traffic Department has no objection to this request.

Investigations reveal that this section of street is lightly parked during the day and that there are eight single family dwellings abutting this block, all of which have off-street parking available. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents.


MAIN STREET WEST
C/S-720
C/S-720
C/S-654
C/S-713
C/S-815
DE-3
S-981
H/S-74
DE
TOTTENHAM ROAD
CLIFFORD STREET
CHEDOKE EXPRESSWAY
H.S.R.C.
G.T.R.
ROYAL AVENUE
WHITNEY AVENUE
WARD AVENUE
SUSSEX STREET
MAPES AVENUE
GLENMOUNT AVENUE
WILLOWCREST
AINSLIE
IONA AVENUE
SITE PLAN CONTROL BY-LAW 83-101

9c

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 23

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Auburn Avenue between Normandy Road and the south end - Parking Regulations. [TEC-14-91]

RECOMMENDATION:

a) That an "Alternate Side Parking" regulation be implemented on Auburn Avenue between Normandy Road and the south end such that parking is prohibited;

- on the west side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and

- on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of ten of the eleven, one, two and three family dwellings abutting Auburn between Normandy and the south end, requesting that an "Alternate Side Parking" regulation be implemented on the

street in this block. All ten residents who signed the petition are in favour of the requested regulation.

Auburn has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this block.

The residents have expressed concern that when vehicles are parked on both sides of the street, access to and from their driveways is difficult. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements. Therefore, since 91% of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

An investigation revealed that there are seven parking spaces on the east side of the street and five on the west side. Therefore, the Traffic Department recommends that parking be prohibited on the west side of the street during the winter months.


KENILWORTH AVENUE
KESWICK COURT
TUXEDO AVENUE
SOUTH
CROSTHWAITE AVENUE
GARSIDE AVENUE
CAMERON AVENUE
BARONS AVENUE
TRAGINA AVENUE
AUBURN AVENUE
RODGERS ROAD
BELL AVENUE
BERRY AVENUE
WOODBRIDGE ROAD
IPSWICH ROAD
ROSEDALE AVENUE
CLOVERDALE AVE.
FERNDALE AVE.
LYDIA STREET
SAMUEL ROAD
LAWRENCE ROAD
KING STREET
EAST
WEIR STREET
CENTRAL
MONTGOMERY PARK
NORMANDY
MONTEREY
DUNKIRK
SCOTIA AVENUE
RAILWAYS
H/S 742
H/S 742a
H/S 742b
H/S 107
G1
E-2/S-131
E S-131
H. E. P. C.

9d

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 22

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East side of Grant Avenue between Alanson Street and the south end - Parking Regulations. [TEC-10-91]

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the east side of Grant Avenue between the south end and a point 187 feet northerly therefrom be removed; and

b) That the maximum number of permits to be issued to abutting residents in the block be reduced from nine to four; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

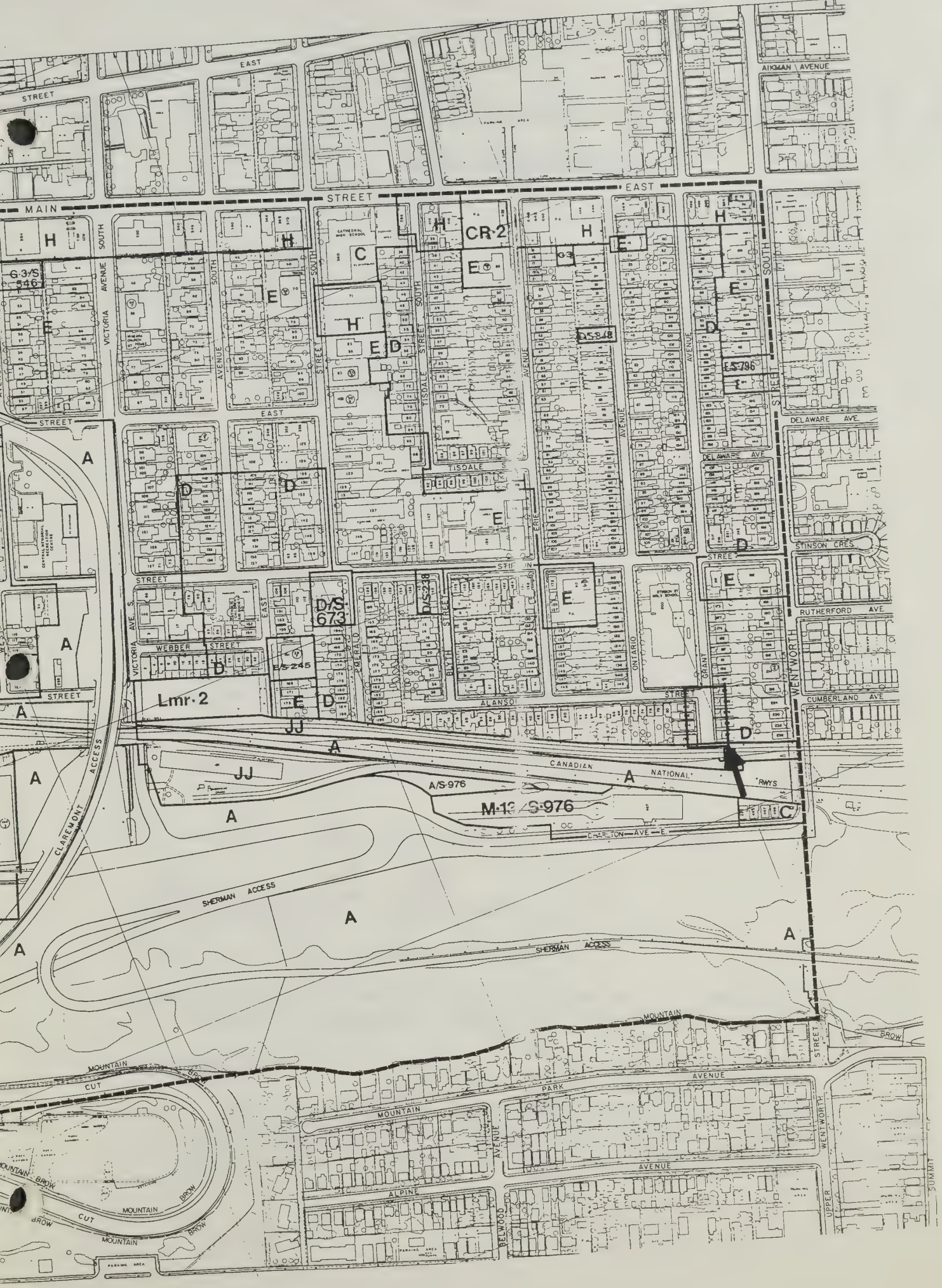
Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of four of the five one, two and three family dwellings abutting the east side of Grant between Alanson and the south end requesting that the existing "Permit Parking" regulation be removed from the east side of the street. The Traffic Department has contacted the one resident who did not sign the petition, and this resident supports the request.

Grant has a 44 foot pavement width, and presently, there is a "Permit Parking" regulation on both sides of the street in this area.

Traffic Department records indicate that, in 1990, only five of the nine available permits were issued to abutting residents. Further, only two permits have been issued in 1991. Employees of Binkley Toys, 196 Grant Avenue, have expressed concern regarding the lack of convenient on-street parking. Therefore, since 100% of the abutting residents support removing the "Permit Parking" regulation from one side of the street, and since there has been little demand for permits, the Traffic Department concurs with the request. The "Permit Parking" regulation would be retained for the four spaces on the west side of the street.


MAIN STREET EAST
AIKMAN AVENUE
VICTORIA AVENUE SOUTH
TISDALE STREET SOUTH
ERIE AVENUE
DELAWARE AVE
STINSON CRES
RUTHERFORD AVE
CUMBERLAND AVE
WENTWORTH STREET
GRANT AVENUE
ONTARIO STREET
BLYTH STREET
MERRITT STREET
WEBBER STREET
ALANSO STREET
CANADIAN NATIONAL RWYS
CARLTON AVE E
CLAREMONT ACCESS
SHERMAN ACCESS
MOUNTAIN BROW
MOUNTAIN CUT
MOUNTAIN PARK AVENUE
MOUNTAIN AVENUE
ALPINE
DELWOOD
UPPER SUMMIT
CR-2
Lmr-2
D/S 673
D/S 238
E/S 245
A/S 976
M-1 A/S 976
D/S 848
E/S 796
G-3/S 540

9e

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 22

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South side of Forest Avenue between Aurora Street and Ferguson Avenue South - Parking Regulations. [TEC-12-91]

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the south side of Forest Avenue between Aurora Street and Ferguson Avenue South be shortened such that the regulation commences at Ferguson Avenue South and extends to a point 200 feet easterly therefrom; and

b) That the maximum number of permits to be issued to abutting residents be reduced to nine.

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

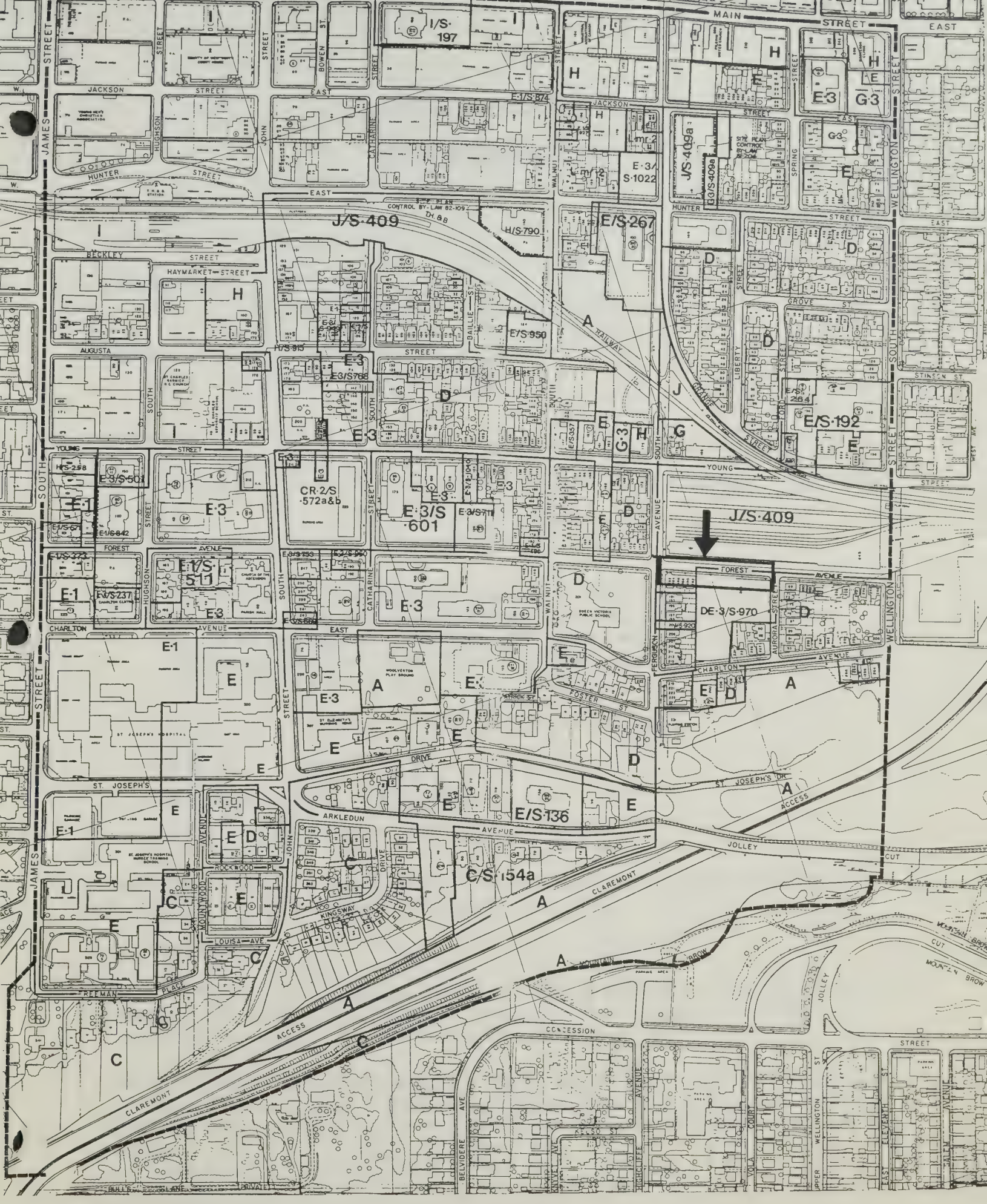
Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

In 1987, City Council approved a recommendation to implement a "Permit Parking" regulation on the south side of Forest between Aurora and Ferguson. However, as a result of a complaint from an area resident, the Traffic Department has reviewed conditions in the block.

There is a 52 unit apartment building and six single family homes in this block. There are 15 legal on-street parking spaces on the south side of the street in the block. However, since the regulation was implemented, there has never been more than eight permits issued to abutting residents of the single family homes. Therefore, the Traffic Department recommends shortening the "Permit Parking" regulation to provide some-on-street parking spaces for other area residents.

Ms. Mary Kachurowski, Community Co-ordinator of the Corktown Co-operative Apartment Building, 200 Forest Avenue, has advised that she agrees with the recommendation.


MAIN STREET EAST
JAMES STREET SOUTH
JACKSON STREET
HUNTER STREET
BECKLEY STREET
HAYMARKET STREET
AUGUSTA STREET
YOUNG STREET
FOREST AVENUE
CHARLTON AVENUE
ST. JOSEPH'S DRIVE
ARKLEDUN AVENUE
CLAREMONT ACCESS
CONCESSION STREET
MOUNTAIN BROW
JOLLEY CUT
WELLINGTON STREET
GROVE ST
STINSON ST
J/S-409
E/S-267
E/S-950
E/S-192
E/S-136
C/S-154a
CR-2/S-572a&b
E-3/S-601
DE-3/S-970
E/S-511
E-3/S-501
E-3/S-768
H/S-790
H/S-915
H/S-258
I/S-197
J/S-409a
E-3/S-1022
E/S-264
E/S-357
E/S-372
E/S-237
E/S-874
E/S-886
E/S-1049
E/S-1153
E/S-1220
E/S-1271
E/S-1342
E/S-67
E/S-920
RAILWAY
CONTROL BY-LAW 82-109
TH&B STATION
PARISH HALL
ST. JOSEPH'S HOSPITAL
ST. JOSEPH'S HOSPITAL NURSES TRAINING SCHOOL
WOOLVERTON PLAY GROUND
DOVER VICTORIA PUBLIC SCHOOL
ST. CHARLES BORROMEO R.C. CHURCH
ST. PAUL'S PRESBYTERIAN CHURCH
ST. PETER'S ANGLICAN CHURCH
ASCENSION CHURCH
CARLTON CLIFTON
ROCKWOOD PL.
KINGSWAY
LOUISA AVE
BEEMAN PLACE
BULL'S LANE
PRIVATE
BELVIDERE AVE
KELSO ST
VIOLA COURT
HIGHCLIFFE AVENUE
KENVIL AVE
ELEVENTH ST
EAST
SOUTH
WEST

9f

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 18

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 121 Grosvenor Avenue North - Removal of Permit Parking Regulation. [TEC-08-91]

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the west side of Grosvenor Avenue North commencing at a point 300 feet north of Dunsmure Road and extending to a point 20 feet northerly therefrom, and on the east side of Grosvenor Avenue North commencing at a point 298 feet north of Dunsmure Road and extending to a point 20 feet northerly therefrom, be removed; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

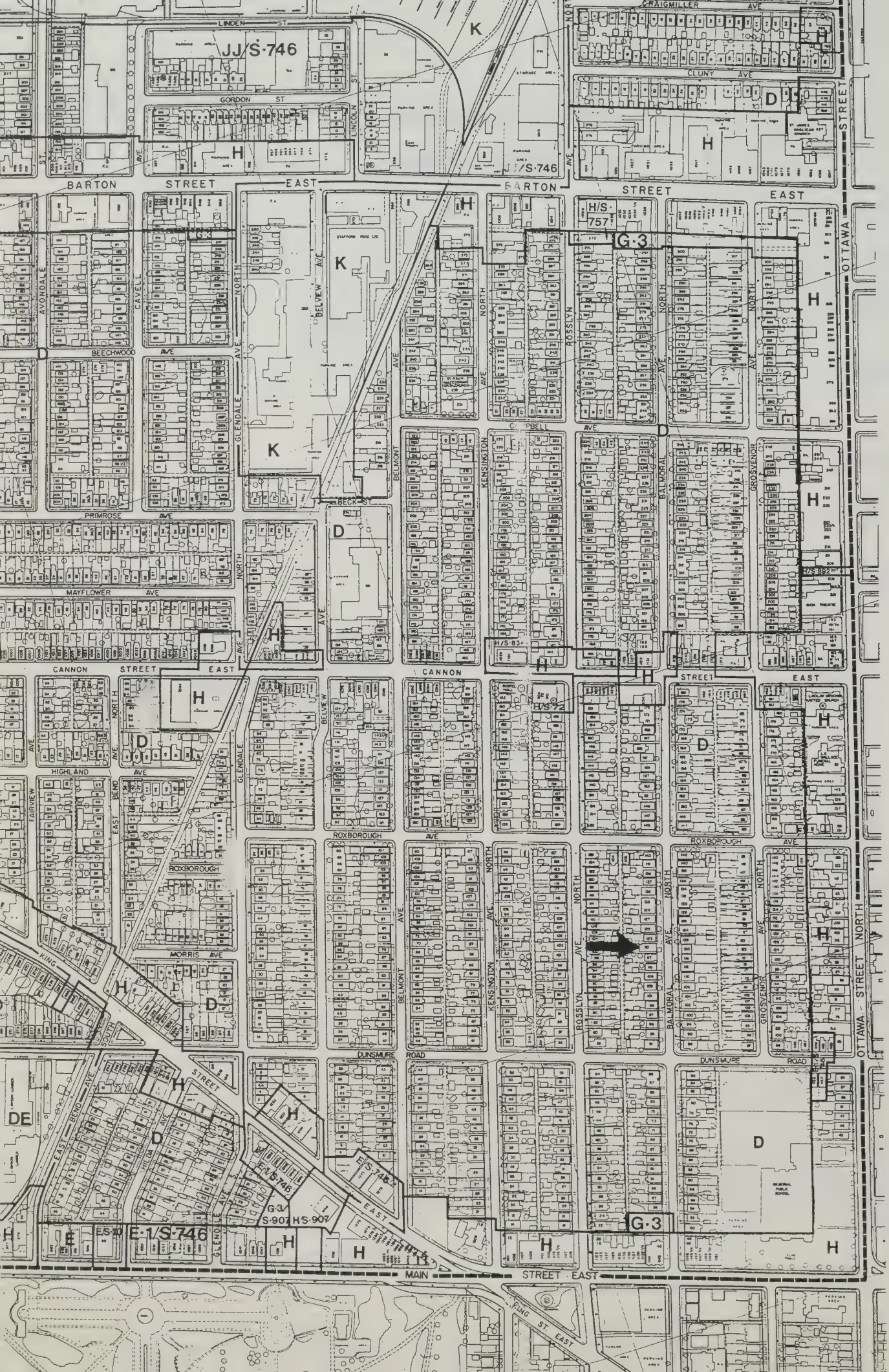
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

On 1990 June 26, the City Council approved a request from Mrs. Arlene Newsham, 121 Grosvenor Avenue North, to implement a "Permit Parking" regulation in front of and across from her home for her husband who is handicapped.

Mrs. Newsham has recently contacted the Traffic Department to advise that she will be moving and will no longer require the regulation as of 1991 February 01. She has requested that the regulation be rescinded and the Traffic Department concurs with the request.


BARTON STREET EAST
CANNON STREET EAST
MAIN STREET EAST
KING ST. EAST
ROXBOROUGH AVE
DUNSMURE ROAD
OTTAWA STREET NORTH
BELMONT AVE
KENSINGTON AVE
ROSSLYN AVE
BALMORAL AVE
GROSVENOR AVE
BELVIEW AVE
GLENDALE AVE
CAVELL AVE
AVONDALE AVE
BEECHWOOD AVE
PRIMROSE AVE
MAYFLOWER AVE
HIGHLAND AVE
MORRIS AVE
BECK ST
BELL AVE
CLUNY AVE
CRAIGMILLER AVE
LINDEN ST
GORDON ST
LINCOLN ST
JJ/S-746
H/S-757
G-3
H/S-822
H/S-83
H/S-72
E/S-746
ES-746
G-3
S-907 HS-907
E-1/S-746

99

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 25

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

74 New Street - Request for a Reserved Permit Parking Space for a Handicapped Resident. [TEC-15-91]

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of New Street commencing at a point 80 feet north of Main Street West and extending to a point 28 feet northerly therefrom; and

b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mrs. Lois Costello, 74 New Street; and

c) That the City Traffic By-law 89-72 be amended accordingly.

FOR M.F. MAIN

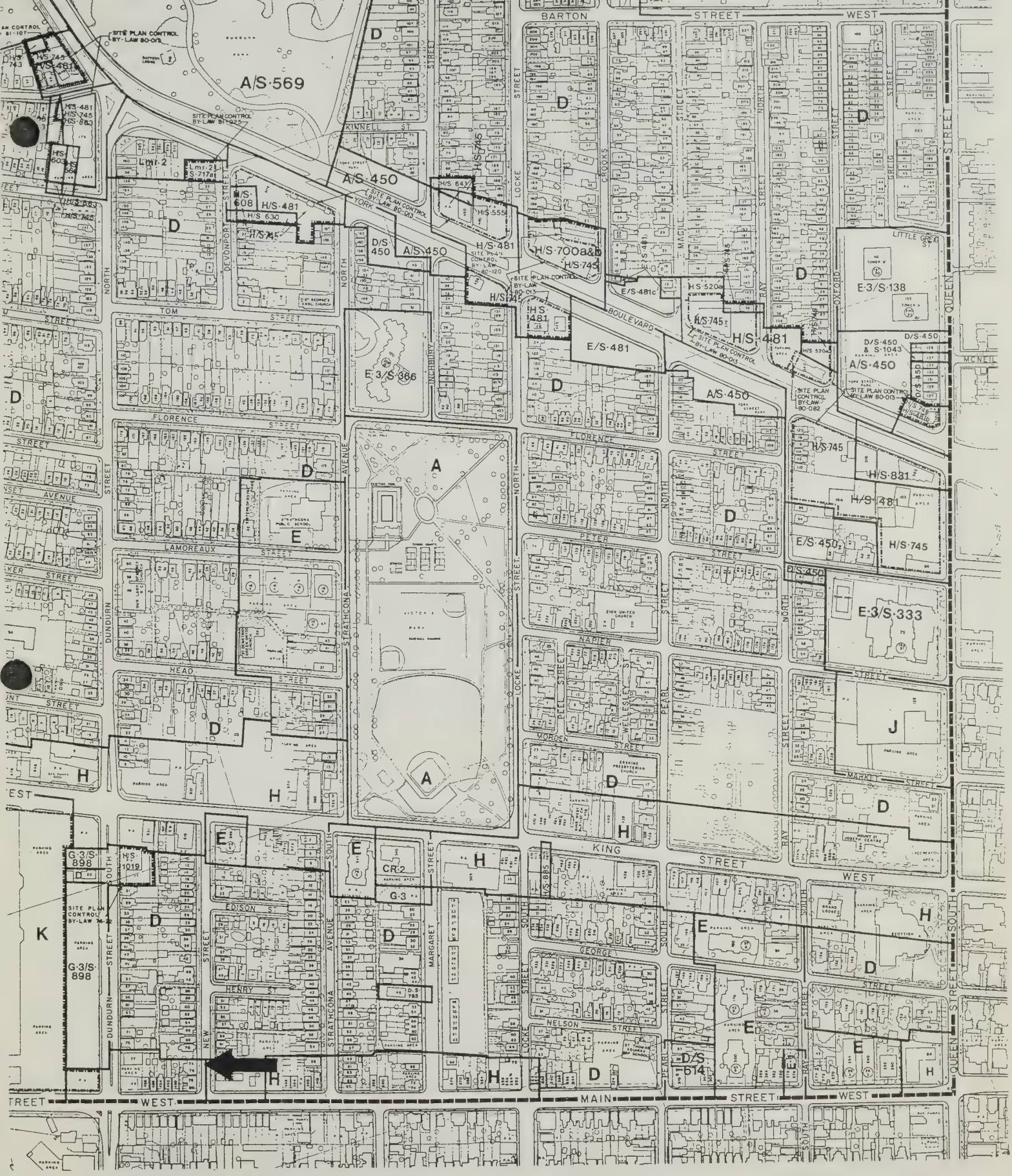
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 per year charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mrs. Lois Costello, 74 New Street, that a reserved "Permit Parking" space be implemented on the west side of the street in front of her home since she is handicapped. New has a 26 foot pavement width, and presently, parking is prohibited on the east side and there is unrestricted free parking on the west side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents' homes. One requirement is that the applicant possess a valid handicapped permit issued by the Ministry of Transportation. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.



39	40	107

CITY OF HAMILTON

9h

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 25

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

85 Albany Avenue - Request for a Wheelchair Loading Zone. [TEC-16-91]

RECOMMENDATION:

a) That a "No Stopping, Wheelchair Loading Only, 11:00 a.m. to 8:30 p.m., 7 days a week" regulation be implemented on the north side of Albany Avenue commencing at a point 237 feet east of Kenilworth Avenue and extending to a point 24 feet easterly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

FOR M.F. MAIN

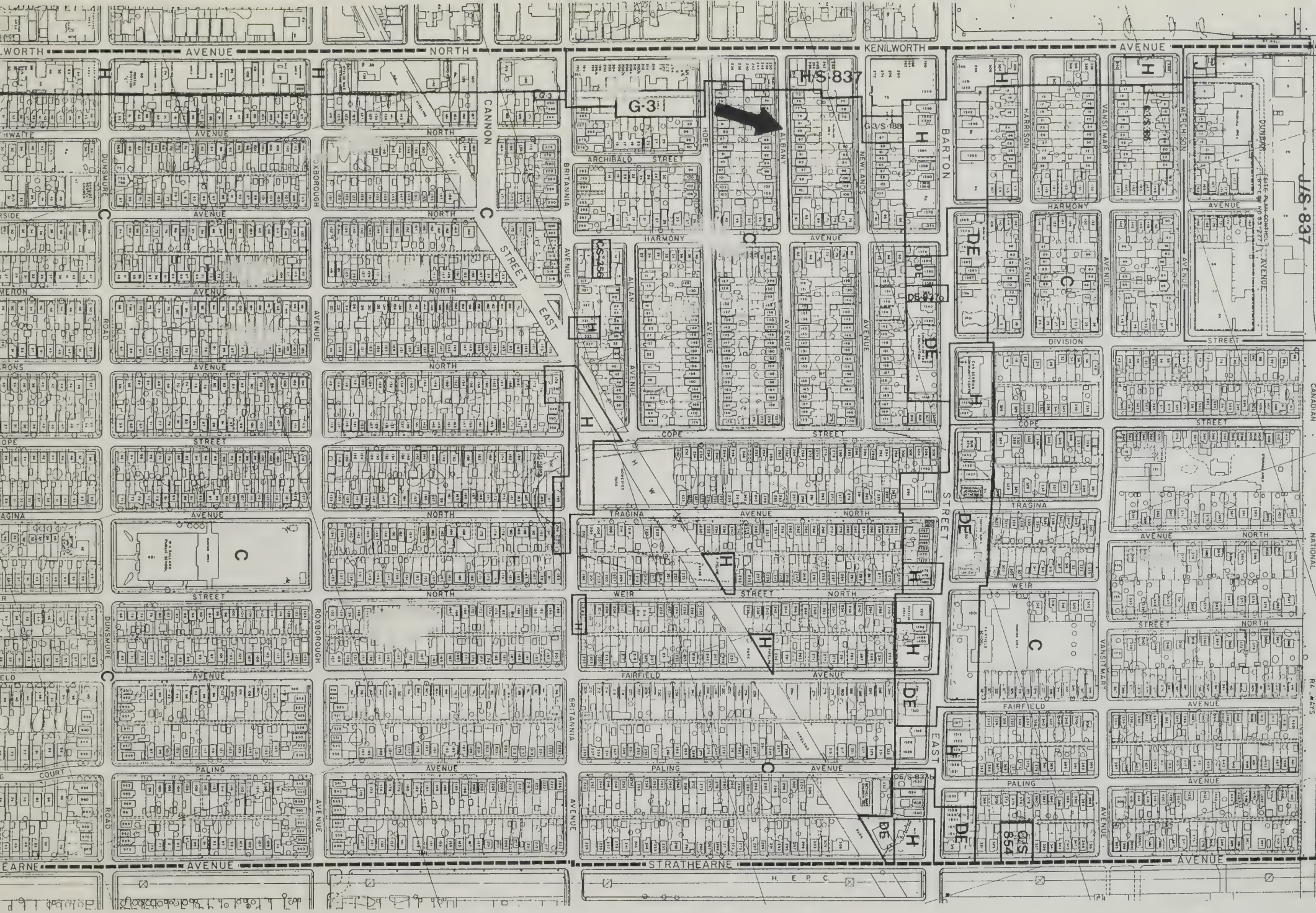
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Julie Stephens, 85 Albany Avenue, that a wheelchair loading zone be implemented on the street in front of her home in order to provide a space for Darts vehicles to load and unload her handicapped child.

Albany has a 28 foot pavement width, and presently, parking is prohibited on the south side and there is unrestricted free parking on the north side of the street in this area. The implementation of the requested regulation would result in a loss of only one legal on-street parking space directly in front of the applicant's property and the applicant has agreed to limit the hours of the regulation such that the space is available for parking before 11:00 a.m. and after 8:30 p.m. each day of the week. Therefore, the Traffic Department does not anticipate any parking difficulties for other area residents and concurs with the request.


KENILWORTH AVENUE
NORTH
HS-837
G-3
G-3/S-188
ARCHIBALD STREET
HARMONY AVENUE
COPE STREET
TRAGINA AVENUE
WEIR STREET
FAIRFIELD AVENUE
PALING AVENUE
STRATHEARNE AVENUE
CANNON STREET EAST
BARTON STREET
HOPE
ALBANY
NEW ANDOS
ALLAN AVENUE
BRITANNIA
ROXBOROUGH
DUNSMURE
HARRISON
VANSTMART
MERCHISON
DIVISION
CANADIAN NATIONAL RAILWAYS
DE-837a
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DE-837ie
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DE-837ih
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DE-837io
DE-837ip
DE-837iq
DE-837ir
DE-837is
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DE-837iv
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DE-837jk
DE-837jl
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DE-837jo
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DE-837ky
DE-837kz
DE-837la
DE-837lb
DE-837lc
DE-837ld
DE-837le
DE-837lf
DE-837lg
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9i

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 18

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

277 Hughson Street North - Removal of a Reserved Permit Parking Space for a Handicapped Resident. [TEC-09-91]

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the west side of Hughson Street North commencing 104 feet south of Murray Street East and extending to a point 20 feet southerly therefrom be removed; and

b) That the City Traffic By-law 89-72 be amended accordingly.

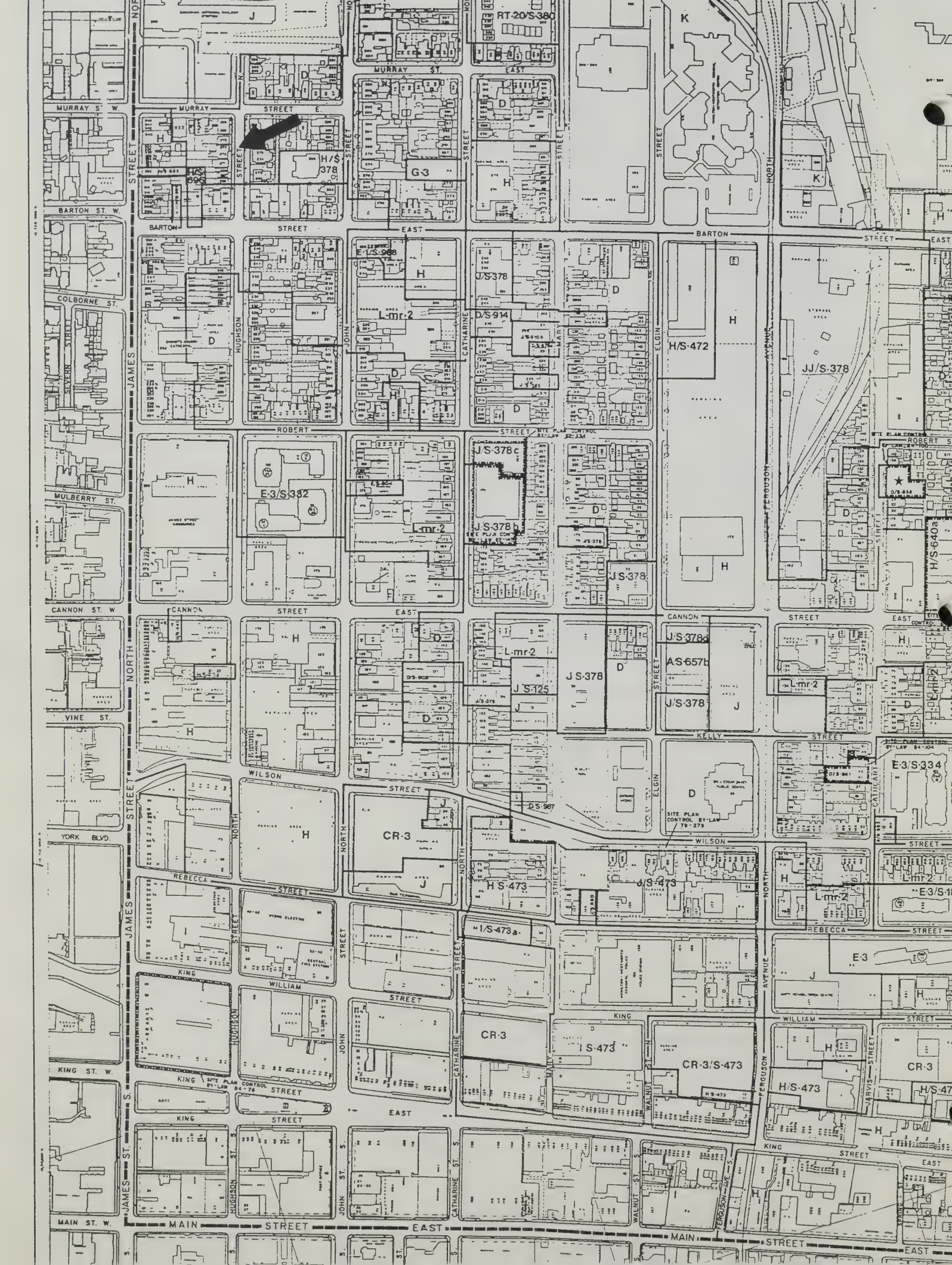
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

On 1989 December 12, the City Council approved a request from Mr. Carmen Alaimo, 277 Hughson Street North that a "Permit Parking" regulation be implemented in front of his home since he is handicapped. However, his son recently advised that his father recently passed away and requested that the "Permit Parking" regulation be removed. The Traffic Department concurs with this request.


MURRAY ST. W.
MURRAY STREET E.
BARTON ST. W.
BARTON STREET EAST
COLBORNE ST.
SEVERN STREET
ROBERT STREET
MULBERRY ST.
CANNON ST. W.
CANNON STREET EAST
VINE ST.
WILSON STREET
YORK BLVD.
REBECCA STREET
KING ST. W.
KING STREET EAST
MAIN ST. W.
MAIN STREET EAST
JAMES STREET NORTH
JAMES ST. S.
HUGHSON STREET NORTH
JOHN ST. S.
CATHARINE ST. S.
WALNUT ST. S.
MARY ST.
ELGIN STREET
FERGUSON AVENUE NORTH
JARVIS STREET
RT-20/S-380
H/S-378
G-3
H/S-472
JJ/S-378
H/S-6403
E-3/S-382
L-mr-2
J/S-378c
J/S-378b
J/S-378
J/S-378d
A/S-657b
J/S-125
E-3/S-334
CR-3
H/S-473
J/S-473
I/S-473a
I/S-473
CR-3/S-473
E-3
SITE PLAN CONTROL BY-LAW 79-279
SITE PLAN CONTROL BY-LAW 84-76
SITE PLAN CONTROL BY-LAW 84-104

9.j

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 10

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South side of Queensbury Drive, west of Upper Ottawa Street - Extension of School Bus Loading Zone. [TEC-05-91]

RECOMMENDATION:

a) That the existing "School Bus Loading Zone" regulation on the south side of Queensbury Drive which commences 328 feet west of Upper Ottawa and extends to a point 86 feet westerly therefrom be extended such that the regulation commences 258 feet west of Upper Ottawa and extends to a point 156 feet westerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

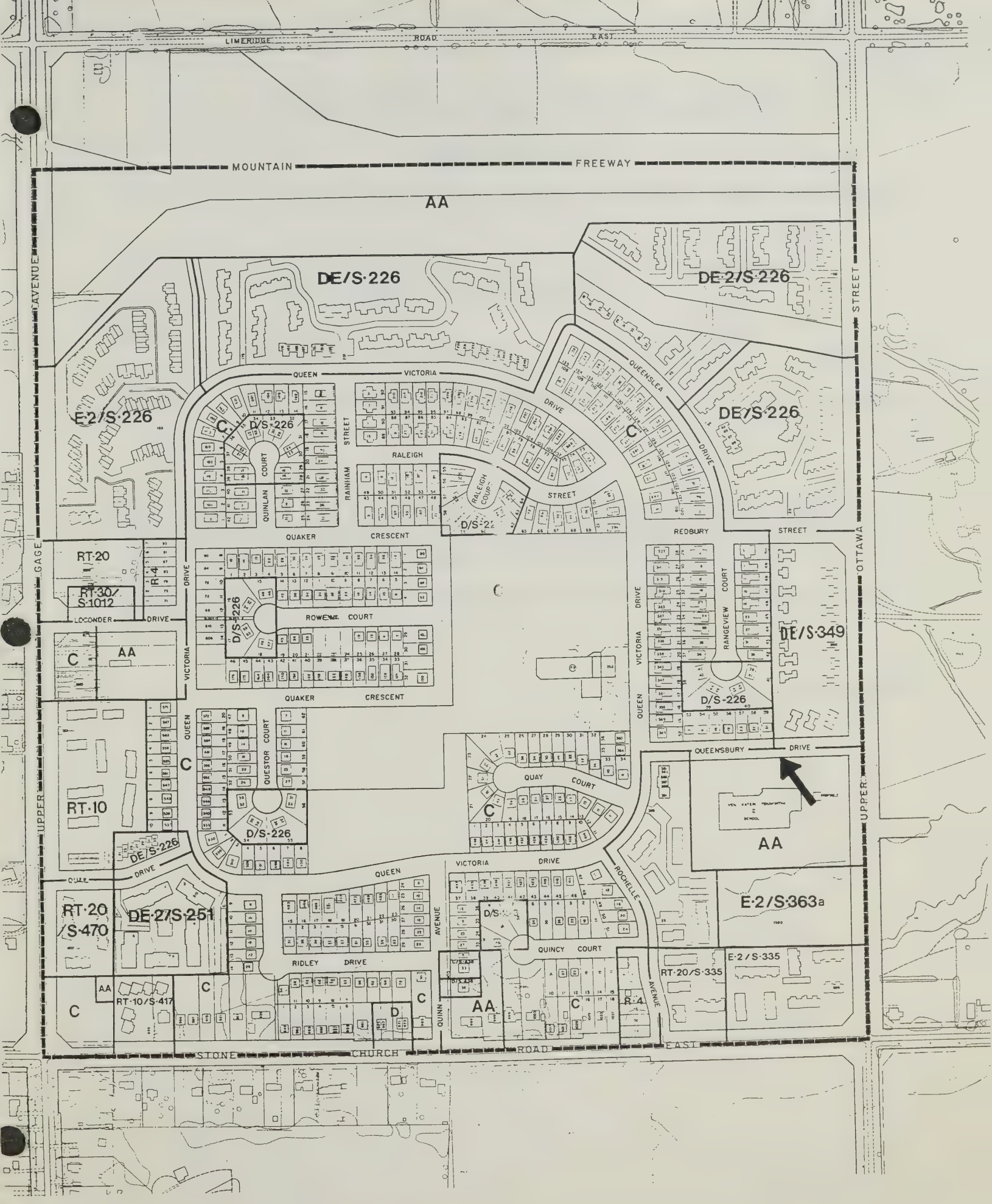
Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Thomas Patti, Principal of Blessed Kateri School, that the existing school bus loading zone on the south side of Queensbury be extended to accommodate two additional school buses.

Queensbury has a 28 foot pavement width, and presently, parking is prohibited on the south side and there is unrestricted free parking on the north side of the street except for a 300 foot section of "No Parking" immediately west of Upper Ottawa.

School buses are permitted to stop to load and unload children in the "No Parking" regulation in front of the school. However, the Highway Traffic Act requires that the red signal lights on a school bus must be flashing and all vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of children is taking place on Queensbury, the Traffic Department concurs with the request and recommends that the regulation be in effect between the hours of 7:00 a.m. and 6:00 p.m., Monday to Saturday.


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MOUNTAIN FREEWAY
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DE-2/S-226
E-2/S-226
DE/S-226
QUEENSLEA DRIVE
QUEEN VICTORIA
STREET
RALEIGH
RAINHAM
QUINLAN COURT
D/S-226
QUAKER CRESCENT
RALEIGH COURT
REDBURY STREET
RT-20
RT-30/S-1012
R-4
LOCONDER DRIVE
GAGE AVENUE
ROWENA COURT
VICTORIA DRIVE
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QUESTOR COURT
QUAY COURT
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UPPER OTTAWA STREET
RT-20/S-470
DE-27/S-251
QUEEN AVENUE
VICTORIA DRIVE
ROCHELLE AVENUE
E-2/S-363a
RIDLEY DRIVE
QUINCY COURT
E-2/S-335
RT-20/S-335
RT-10/S-417
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D
STONE CHURCH ROAD EAST

10.

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO:	Ms. T. Agnello, Secretary Transport and Environment Committee	YOUR FILE:	
FROM:	Mr. John Thompson Manager, Legislative Division	OUR FILE: PHONE:	546-2747
SUBJECT:	**FCM's REQUEST FOR RESOLUTIONS**	DATE:	1991 January 29

Attached is a copy of a memorandum from the Federation of Canadian Municipalities' Standing Committee on Policies & Resolutions inviting the submission of resolutions for consideration at the FCM's 1991 Annual Conference to be held in St. John's, June 7-10.

Would you please arrange to present this memorandum to your Committee for review and appropriate action.

att.

cc. Mr. Keith Avery, City Clerk from Mayor Morrow, Jan. 7th, 1991

C(xiv)

To IC. Avery

RECEIVED
7 1991
CITY CLERKS

November 29, 1990

DEC 21 1990

Memorandum To FCM Member Councils

REQUEST FOR RESOLUTIONS FOR CONSIDERATION AT 1991 ANNUAL CONFERENCE

The Federation of Canadian Municipalities' Standing Committee on Policies & Resolutions and the National Board of Directors invite the submission of resolutions on subjects of national municipal interest for national debate at the FCM's 1991 Annual Conference in St. John's, June 7 to June 10.

Guidelines For Resolutions

Members are urged to observe the following guidelines when preparing their resolutions for submission:

1. The deadline for accepting resolutions in the FCM Secretariat is Friday, March 1, 1991.

2. Proof of the Council's endorsement must accompany the resolution(s).

3. Background information which explains and justifies the intent of the resolution and supports the Council's position must also be forwarded with each resolution. FCM staff has been authorized by the National Board of Directors to return resolutions submitted without such information with a request for documentation.

4. The attached format for resolutions must be followed. A sample resolution, properly constructed, also is enclosed.

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(VIX) 3

The Resolutions Committee, chaired by Alderman Ron Hayter of Edmonton, stresses that resolutions received after the deadline or without sufficient supporting information, cannot be processed in time for inclusion in the Conference Policy Development Book. Emergency resolutions will be dealt with in accordance with Section 2b of the "Procedures for 1991 Conference Resolutions".

Categorization Of Resolutions

The Standing Committee on Policies & Resolutions will meet in March to review the resolutions received. Resolutions will be categorized as follows:

- Category A: National Municipal Issues
- Category B: Local/Regional Municipal Issues
- Category C: Issues Not Within Municipal Jurisdiction
- Category D: Other (dealt with in previous three years or contrary to present FCM policy)

This categorizing is in accordance with the FCM's "Procedures for Policy Development", endorsed by Conference delegates in 1989. In 1990, the National Board of Directors added 'Category D' to include resolutions dealt with in the previous three years or contrary to FCM policy.

Resolutions which fall within the mandate of an FCM Standing Committee or Task Force will be reviewed by the same for the purpose of presenting recommendations to the Conference. Standing Committees and Task Forces are charged with the responsibility of ensuring that policy statements and resolutions are compatible with existing policy statements and approved resolutions. Resolutions of a general nature will be grouped together in the MISCELLANEOUS section of the Policy Development Book and will be considered after debate of policy-related resolutions.

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Copies of the Procedures for Policy Development and Procedures for 1991 Conference Resolutions are enclosed for your information.

The Standing Committee on Policies and Resolutions and the National Board of Directors will appreciate the cooperation of all Councils and Associations in adhering to the procedures. We look forward to hearing from you.

Patricia Hunsley

Patricia Hunsley
Director, Policy & Research

Enclosures

FORMAT FOR PRESENTATION
OF RESOLUTIONS TO THE
FEDERATION OF CANADIAN MUNICIPALITIES

Whereas ----------

Whereas ----------

Therefore Be It Resolved that the Federation of Canadian Municipalities urge/endorse the ...

Be It Further Resolved that the Federation of Canadian Municipalities urge/endorse ...

Submitted by:

*** See attached resolution as a guideline**

FIN90.2.92 - **AGRICULTURAL FARM CRISIS**

WHEREAS efforts to liberalize trade in farm products under the Uruguay Round of GATT negotiations have stalled; and

WHEREAS failure to agree on multi-lateral reduction of farm subsidies will severely affect Canadian farmers and worsen the crisis they already face;

BE IT RESOLVED that the President of the FCM write to the Minister of International Trade, the Minister of Agriculture and other interested Federal Ministers (with copies to Opposition Leaders and Provincial Premiers) to urge that they:

a) continue their efforts and come up with new strategies to resolve the existing impasse; and

b) maintain existing farm subsidies in Canada until other countries farm subsidies are brought under effective control

Submitted by: The National Board of Directors

RECOMMENDATION: Category A; Standing Committee on Municipal Finance; CONCURRENCE

DECISION: Carried

PROCEDURES FOR 1991 CONFERENCE RESOLUTIONS

The following Procedures for Conference Resolutions will be in effect at the FCM's 1991 Annual Conference. The Standing Committee on Policies and Resolutions selected from the resolutions received, those resolutions of general concern and of local/regional concern which will be debated at the Conference. These resolutions are printed in Section I and II of the Policy Development Book. All other resolutions are printed in Section III of the Policy Development Book, and will become debatable only upon a motion approved by a simple majority vote of the voting delegates present at the Conference session. Resolutions received after the March 1, 1991 deadline will be held for action by the National Board of Directors following the Conference.

1. PROCEDURAL REGULATIONS FOR ACCEPTANCE OF RESOLUTIONS

Care should be taken by the sponsors of resolutions intended for consideration at FCM's Annual Conference to ensure that they meet the following requirements. The criteria defining how resolutions should be written have been approved the National Board of Directors.

a) Resolutions should address topics of concern to municipalities at the national level.

b) The preliminary clauses should clearly and briefly set out the reasons for the resolutions. (If the sponsor believes that the rationale cannot be explained in a few preliminary clauses, the problem should be more fully stated in supporting documentation.)

c) Resolutions submitted without adequate background documentation/information will be returned by FCM staff to the sponsor with a request for material which would justify the intent of the resolution. In any doubtful case, the staff will consult with the Chair of the Standing Committee on Policies and Resolutions.

d) The operative clause of the resolution (i.e., the one beginning "BE IT RESOLVED") must clearly set out its intent, stating a specific proposal for action. The wording should be straightforward and brief. Generalizations should be avoided.

e) The 1991 submission deadline for receipt of resolutions was March 1, 1991.

f) Resolutions dealing with matters of urgent national concern which arise following the deadline for receipt of Conference resolutions should be referred directly to the Standing Committee on Policies and Resolutions for consideration.

g) Resolutions may be submitted by any municipality or provincial/territorial municipal association which is a member in good standing of the Federation of Canadian Municipalities. Each resolution must bear the official endorsation of the sponsor.

h) Supporting documentation

2. DISPOSITION OF RESOLUTIONS

a) Resolutions which conform to the procedural regulations stated above will be treated by the Standing Committee on Policies and Resolutions as follows:

i) Resolutions of general concern to municipalities at the national level (Category A: national municipal issues and indirect municipal issues, FCM's Procedures for Policy Development) as determined by a standing committee or task force will be printed in Section I of the Policy Development Book. Each Section I resolution will be accompanied by a recommendation from a standing committee or task force. All Category A resolutions will be debated.

ii) Resolutions NOT deemed by a standing committee or task force to be national in scope will be placed in Category B and printed in Section II of the Policy Development Book. Section III of the Policy Development Book will contain Category C and D resolutions and these will only be debated after presentation of

Section I and II resolutions, AND ONLY if a representative of the sponsor obtains approval of the delegates.

iii) Section IV will contain members' resolutions in their original form, which have been consolidated by the Standing Committee on Policies and Resolutions. The Standing Committee on Policies and Resolutions consolidates resolutions similar in nature or content. Sponsors of these resolutions will be notified that this action has been taken.

b) Resolutions of an emergency nature, as determined by the Executive Committee, will be debated, with delegates' approval.

c) Resolutions not debated at a Conference Resolutions session because of insufficient time or lack of quorum of voting delegates will be presented by the Standing Committee on Policies and Resolutions with its recommendations to the first meeting of the new National Board of Directors.

d) A quorum shall consist of 25 voting delegates.

3. PROCEDURES FOR THE CONDUCT OF RESOLUTIONS PLENARY SESSIONS

a) Each resolution in the Policy Development Book is deemed to be duly moved and seconded by the originating municipality or association and will be read aloud. Thereafter, the recommendation of the standing committee or task force will be read aloud.

b) A representative from the sponsoring municipality or municipal association will be given first opportunity to speak.

c) Only FCM members in good standing are entitled to speak from the floor.

d) All speakers must identify themselves and their municipality or association, and must confine their remarks to a maximum of two minutes.

e) No delegate will be permitted to speak more than once on any resolution until other delegates wishing to speak have been heard.

f) An appeal for a ruling shall be made to the Chair of the Policy Session.

g) Amendments to resolutions duly moved and seconded will be accepted in written form by the Chair of the Policy Session for voting purposes. Amendment forms will be available in the Policy Development Book.

h) Motions to refer a resolution will be in order at any time and will be voted on immediately WITHOUT DEBATE.

i) At the close of debate, a vote will be called on the "BE IT RESOLVED" portion of the Resolution.

j) Only duly accredited voting delegates are entitled to vote on resolutions. They will do so by showing their voting credentials when the count is taken.

PROCEDURES FOR POLICY DEVELOPMENT

1. GENERAL - POLICY DEVELOPMENT

1.1 The FCM National Board of Directors is responsible for the setting of policy priorities which reflect the concerns of member municipalities and/or municipal associations. The National Board of Directors may appoint standing committees and task forces as required to develop policy positions on key national municipal issues.

1.2 The major lobbying and research activities of FCM will be directed to those national municipal issues which fall within the jurisdiction of the federal government, the provincial and territorial governments acting at the interprovincial level, or FCM itself, as identified by the Annual Conference or the National Board of Directors.

1.3 Indirect municipal issues and local/regional issues will not be supported by major research and lobbying activity, unless otherwise directed by the Annual Conference or by the FCM National Board of Directors.

1.4 FCM will take a stand only on those issues which are clearly municipal in character.

2. POLICY RESOLUTIONS

2.1 Member municipalities may submit policy resolutions for consideration by the Annual Conference held in June of each year once the Call for Conference Resolutions has been issued, (normally in December). The deadline for submission of conference resolutions is three (3) months before the opening of the Annual Conference. Late resolutions are dealt with in accordance with the Conference Resolutions Procedures which are issued with the Call for Conference Resolutions.

2.2 Member municipalities may submit policy resolutions for consideration at each meeting of the National Board of Directors.

2.3 The Standing Committee on Policies and Resolutions shall be responsible for receiving and taking action on all resolutions in accordance with these procedures.

2.4 All resolutions endorsed by the Annual Conference of FCM and by the National Board of Directors which require action from the Government of Canada, shall be submitted to the Government of Canada or the appropriate agency for response as soon as possible.

2.5 CATEGORIZATION OF RESOLUTIONS

The Standing Committee on Policies and Resolutions shall categorize all of the resolutions which are submitted for consideration into the following categories:

Category A - National Municipal Issues

This category will contain resolutions on issues which are of a direct or indirect concern to Canadian municipalities, and which fall within the jurisdiction of the federal government, the provincial and territorial governments acting at the interprovincial level, or FCM itself. These resolutions are debated first. The Standing Committee on Policies and Resolutions or other appropriate standing committee/task force will make a recommendation on each resolution in order to ensure that resolutions are consistent with established FCM policy.

Category B - Local/Regional Municipal Issues

This category will contain resolutions on issues of concern to municipalities of a particular region or to a local municipality, and which fall within the jurisdiction of the federal government. The regions are: British Columbia and the Yukon, the Prairies and the Northwest Territories, Ontario, Quebec, and the Atlantic. In order to determine whether a resolution is regional in scope, the Standing Committee on Policies and Resolutions may refer resolutions to regional committees from time to time. These resolutions are debated immediately after Category A resolutions.

K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

TEL: 546-2700
FAX: 546-2095

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6 1991

URBAN MUNIC. AL

GOVERNMENT DOCUMENTS

1991 February 11

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1991 February 18
9:30 o'clock a.m.
Room 233, City Hall

Susan K. Reeder, Acting Secretary
Transport and Environment Committee

AGENDA:

DELEGATIONS

(A.) 10:00 A.M. Mr. R. L. Kovacs, Solicitor, on behalf of Mr. Li, owner of Yen King Chinese Food, Upper Wellington and Inverness Avenue, regarding parking regulations and cement abuttment

(a) Information Report - Building commissioner

(b) Information Report - Director of Traffic Services

(B.) 10:15 A.M. By-law for closure and sale of parts of Melissa Street

1. Minutes of the Transport and Environment Committee meeting held Monday, 1991 February 04

REFERRALS FROM CITY COUNCIL

2. Resolution - City of Waterloo - enabling legislation from the Province to pass and enforce tree by-laws on private property

3. Resolution - City of Nepean - recycling of Bell Canada Telephone Books

DIRECTOR OF TRAFFIC SERVICES

4. Application for a Multiple Residential Boulevard Parking Agreement - 1 Prospect Street South

Parking Regulations

5. (a) St. James Place
   (b) Park Row South between Monterey Avenue and King Street
   (c) East side of Ferguson Avenue between Cannon Street and Kelly Street
   (d) MacNab Street North between Mulberry Street and Cannon Street

Request for a reserved Parking Space for a Handicapped Resident

6. (a) 230 Ivon Avenue
   (b) 591 Mary Street north

7. Request for a Wheelchair Loading Zone - 287 East 22nd Street

ACTING COMMISSIONER OF ENGINEERING

8. Annual Overload Permit - Stelco Steel

9. Incorporating certain City lands into various streets By-law

10. 1991 Road and Sidewalk Capital Reconstruction Program

11. Banner Display Application - Monday, 1991 April 18 to Monday, 1991 April 22nd - Canadian Ski Patrol (Western Zone)

ACTING SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

12. Transportation Association of Canada Conference - 1991 May 12-14 - Niagara-on-the-Lake, Ontario

ALDERMAN V. J. AGRO

13. Fence at 201 Bay Street North

14. Other Business

15. Adjournment

SKR:rw

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Stops Signs on Greenhill Avenue	August 20, 1990	Mr. M. Main	Pending Report
2.	Unlawful Removal of Trees	August 28, 1990	Mr. J. Pavelka	Pending Report
3.	Street Lights on Ravenscliffe Avenue	September 17, 1990	Alderman Agro	Tabled

Dated: 1991 February 18

T. Agnello
Secretary

A.

K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

TEL: 546-2700
FAX: 546-2095

1991 January 30th

Mr. R. L. Kovacs
Davis, Baldwin & Kovacs
P.O. Box 917
20 Hurson St. S.
HAMILTON, Ontario
L8N 3P6

Dear Mr. Kovacs:

RE: Petition and Delegation regarding parking regulations and Cement Abutment

Further to our meeting of January 25, 1991, please be advised that your delegation has been scheduled for the February 18, 1991 Transportation & Environment meeting at 10:00 a.m. in Room 233, City Hall.

I trust you will advise your clients regarding the date and time of the meeting.

Should you have any questions please contact the undersigned.

Sincerely,

Tina Agnello

TA:js

c.c's - Mayor Morrow
- Alderman Merling
- Mr. D. Carson
- Mr. M. Main
- Mr. J. Pavelka

PETITION TO THE CITY OF HAMILTON

The City of Hamilton has prevented Mr. Li, owner of Yen King Chinese Food from using his own property to provide parking for his vehicle (not for customer parking) and has changed the street parking to prevent him from parking his vehicle there and to prevent customers from stopping while they pick up their food orders. By signing below I wish to register my opinion that the restaurant has been treated unfairly. I believe the City of Hamilton should remove the no stopping signs on one side of the street to permit customers to park on the street while they pick up their food orders. The city should permit Mr. Li to park his own car on the restaurant's property and should remove the cement abutments it placed there.

Name (PRINT)	Address	City	Signature
G.L. ZIMMERMAN	314 INVERNESS AVE. EAST	Hamilton	
C Brandrick	290 Inverness Ave East	Hamilton	
E. VANCE	244 INVERNESS AVE E	Hamilton	
L. NETTLETON	320 INVERNESS AVE EAST	Hamilton	
Lillian George	332 Inverness E	Hamilton	
Ivan Davis	334 Inverness E	Hamilton	
Clara Davis	334 Inverness E	Hamilton	
James George	332 Inverness E.	Hamilton	
THOS CUNNINGHAM	352 Inverness Ave	Hamilton	
Angie Zdero	342 Inverness Ave E	Hamilton	
Has Signed	122 Has Signed	Hamilton	
Darryl Reed	420 Inverness Ave	Hamilton	
Lyle Douglas	428 Inverness	Hamilton	
Would Not Sign	438 INVERNESS	Hamilton	
Gary Rouch	434 Inverness	Hamilton	
G Krouse	427 Inverness	Hamilton	
Helen Pascoe	391 Inverness	Hamilton	
Vera Prince	383 Inverness	Hamilton	
Louise Kohl	369 Inverness E.	Hamilton	
	298 Hospitalized	Hamilton	
	328 - Would Not Sign	Hamilton	

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PETITION TO THE CITY OF HAMILTON

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Name (PRINT)	Address	City	Signature
C. Burt	290 Inverness S	Hamilton	C Burt
No Answer	238 INVERNESS	Hamilton	
" "	242 INVERNESS	Hamilton	
No Answer	246 INVERNESS	Hamilton	
Dave Carr	254 Inverness	Hamilton	Dave Carr
No Answer	266 Inverness	Hamilton	No Answer
No Answer	278 INVERNESS	Hamilton	
No Answer	298 Inverness	Hamilton	
[illegible]	304 Inverness	Hamilton	
Mrs. Young	308 Inverness	Hamilton	Margaret K. Young
LAWRENCE LUSTON	312 IVERNESS	Hamilton	Lawrence Luston
Thinks signed it	326	Hamilton	
No Answer	328 (Answered)	Hamilton	(Signed)
Arlene Snape	330 Inverness	Hamilton	Arlene Snape
Dave Snape	330 Inverness	Hamilton	Dave Snape
Robert Snape	330 Inverness	Hamilton	Robert Snape
No Answer	443 Inverness	Hamilton	
No Answer	437 Inverness	Hamilton	
[illegible]	431 Inverness	Hamilton	[illegible]
[illegible]	435 Inverness	Hamilton	[illegible]
[illegible]	405 Inverness	Hamilton	[illegible]
No Answer	355 Inv		

~~405 - 7.0. H~~
~~397 - 7.0 H~~
~~373 - 7.0. H.~~
~~357 - 7.0 H~~
~~341 - 7.0 H~~
~~384 - 7.0 H~~

? In 23 jesty dimensions E.

251 770 Hansell

328 INVERNESS Mrs Julia Francis

PETITION TO THE CITY OF HAMILTON

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Name (PRINT)	Address	City	Signature
CLAIRE CASTELLI	113 EAST 11th	Hamilton	Claire Castelli
[illegible]	[illegible] EAST 11th	Hamilton	[illegible]
[illegible]	105 E 11th St	Hamilton	[illegible]
Kelly Maggia	59 East 11th St	Hamilton	[illegible]
WAYNE A. BOWEN	77 EAST 11TH ST.	Hamilton	Wayne A. Bowen
[illegible]	65 East 11th St	Hamilton	
J. Hamilton	45 East 11th st	Hamilton	J. Hamilton
Janice Hamilton	45 East 11th st	Hamilton	Janice Hamilton
[illegible]	41 EAST 11 ST	Hamilton	[illegible]
RICK SWIDZINSKI	37 EAST 11ST	Hamilton	[illegible]
[illegible]	11 EAST 11 ST	Hamilton	[illegible]
Wm Croft W. CROFT	18 EAST 11TH	Hamilton	Wm Croft
Mrs E. GIBSON	22 EAST 11TH	Hamilton	[illegible]
Mrs E. Komaromski	30 East 11 st	Hamilton	[illegible]
Mrs D Wagner	34 East 11th St	Hamilton	[illegible]
Miss N. Brown	38 East 11th St	Hamilton	[illegible]
Carol MacEachern	46 East 11 st	Hamilton	Carol MacEachern
Coline MacEachern	" "	Hamilton	[illegible]
[illegible]	50 East 11th St.	Hamilton	[illegible]
MARGARET BATCHELOR	58 East 11th (NB)	Hamilton	Margaret Batchelor
ELSIE MOULTON	66 E 11TH ST HAM	Hamilton	Elsie Moulton

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PETITION TO THE CITY OF HAMILTON

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Name (PRINT)	Address	City	Signature
MRS M STRATFORD	91 SALEM	Hamilton	Mrs M Stratford
L E STRATFORD	91 SALEM AVE	Hamilton	L E Stratford
BRIAN WHITE	107 SALEM AVE	Hamilton	Brian White
CATHY WHITE	107 SALEM AVE	Hamilton	Cathy White
Teresa Haines	96 SALEM E	Hamilton	Teresa Haines
	94 Salem E	Hamilton	
Sheila Avery	94 Salem Ave.	Hamilton	Sheila Avery
ALFRED MacALISTER	78 SALEM AVE	Hamilton	
SHEILA FOGARTY	70 SALEM AVE	Hamilton	Sheila Fogarty
DON FOGARTY	70 SALAM AVE	Hamilton	Don Fogarty
AL ASHTHORPE	66 SALEM AVE	Hamilton	
[illegible]	66 SALEM AVE	Hamilton	
Max Ritchie	58 Salem Ave	Hamilton	Max Ritchie
DEBBIE McFARLANE	54 SALEM AVE	Hamilton	
HENRY GILBY	50 SALEM Ave	Hamilton	Mrs H Gilby
W. KENNEY	42 Salem Ave	Hamilton	W Kenney
J PETRIE	38 SALEM AVE	Hamilton	
S ERWIN	34 SALEM AVE	Hamilton	
L PRYOR	16 SALEM AVE	Hamilton	
C THOMAS	31 SALEM	Hamilton	
ANNE STOCKAGE	57 Salem	Hamilton	

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Name (PRINT).	Address	City	Signature
A. SPEZIALE	465 UPPER WELL.	Hamilton	Anne Speziale
C. Hagron	73 East 11th St	Hamilton	Cheryl Hagron
M. Coombe	73 Salem Ave.	Hamilton	M. Coombe
Thompson Sophie	270 Inverness East Ave	Hamilton	B. S. Thompson
[illegible]	122 E 16	Hamilton	[illegible]
[illegible]	220 Queendale E	Hamilton	[illegible]
Cushenan CUSHENAN	324 Thayer Ave	Hamilton	L. Cushenan
Dave Magrin	99 East 11th St	Hamilton	D. Magrin
Cam Simpson	57 East 15th	Hamilton	C Simpson
CAROL KNOX	54 SALEM AVE	Hamilton	Carol Knox
JOE BOWERS. Joe Bowers	54 SALEM AVE	Hamilton	Joe Bowers
PAUL McNICOL	193 EAST 15TH St.	Hamilton	[illegible]
Peter Van Hoey	263 Thayer Ave	Hamilton	[illegible]
Jennifer Palin	263 Thayer Ave	Hamilton	Jennifer Palin
[illegible]	471 Upper Wellington	Hamilton	[illegible]
[illegible]	436 UPPER WELLINGTON	Hamilton	[illegible]
ELEANOR MUMMERY	436 Wellington	Hamilton	Eleanor Mummery
ROMAN CHIARAVALLE	475 UPPER WELLINGTON	Hamilton	[illegible]
S WARREN	199 INVERNESS AVE.	Hamilton	S Warren
F. Ishkhanian	289 Inverness Ave	Hamilton	F. Ishkhanian
L CONNOLLY	111 SALEM	Hamilton	L. Connolly

PETITION TO THE CITY OF HAMILTON

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Name (PRINT)	Address	City	Signature
Shelley Mark	274 Inverness Ave E	Hamilton	Shelley Mark
KARSTEN SCHWERINSKI	607-140 ROBINSON ST	Hamilton	
FRED SARDO	90 BONAPARTE WAY	Hamilton	F Sardo
GLYNN MCCRACKEN	351 INVERNESS E.	Hamilton	
Sharon Stough	218 E-26th St.	Hamilton	S. Stough
J. STEVENSON	28 TOBY CRES	Hamilton	J Stevenson
HELEN WONG	29 FENNELL AVE W.	Hamilton	Helen Wong
JOHN OUWEHAND	355 THAYER AVE	Hamilton	John Ouwehand
JACKIE JACKART	64 ABBOT DR	Hamilton	J Jackart
April McCallum	114 Rosedene Ave	Hamilton	April McCallum
MATT STEVENS	106 GARDEN CRESCENT	Hamilton	Matt Stevens
L. SAVELLI	40 Periwinkle	Hamilton	L. Savelli
C Jachymek	175 EAST 14TH ST	Hamilton	C. JACHYMEK
Carlo Barletta	120 EAST 9 TH	Hamilton	CARLO BARLETTA
GRAHAM ANDREWS	697 UPPER WELLINGTON	Hamilton	Graham Andrews
Richard Bakewell	88 East 15th st	Hamilton	
Hannah Wellington	88 East 15th St	Hamilton	Hannah Wellington
Irene Gadeng	651 FENNELL AVE 205.	Hamilton	
L. Martin	368 East 42nd.	Hamilton	L. Martin
G. HUNTLEY	25 Redbury Rd ST	Hamilton	
[illegible]	165 Fusilier Dr	Hamilton	

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Name (PRINT)	Address	City	Signature
E. BINNS	16 SUMMIT	Hamilton	E. Binns
R. Oddi	360 Stonechurch	Hamilton	R. Oddi
R. DURKIN	202 EAST 27th ST.	Hamilton	R. Durkin
G. GALLANT	26-1150 LIMERIDGE E.	Hamilton	Gary Gallant
M. DOHERTY	87 Forestgate Dr.	Hamilton	M. Doherty
L. RUSSELL	31 RICARDO CRT	Hamilton	L. Russell
P. WODCHUCK	119 McELROY E	Hamilton	P. Wodchuck
B. WODCHUCK	119 McELROY E	Hamilton	B. Wodchuck
C. Cullen	284 Upper Wentworth.	Hamilton	C. Cullen.
K. MacDonald	180 East 45th St	Hamilton	K. MacDonald
W. MORGAN	61 EAST 34TH	Hamilton	W. Morgan
K Pilszak	10 Greeningdon	Hamilton	K Pilszak
Bill Verboon	616 Upper Wellington	Hamilton	Bill Verboon
Shane Gaudet	150 Mohawk Rd. E	Hamilton	Shane Gaudet
PAUL FLECK	30 CLIFF AVE.	Hamilton	Paul Fleck
Carol Fleck	30 Cliff Ave	Hamilton	Carol Fleck
Don Howe.	337 E 42nd.	Hamilton	Don Howe
R. Wood	60 Bromley Rd.	Hamilton	Robert Wood
Robert Silby	385 East 27TH ST.	Hamilton	Robert Silby
Wendi Ostler	193 E26th St	Hamilton	W. Ostler
Nick Myatt	965 BRUCEDALE	Hamilton	N. Myatt
R. LAFORME	311 E 42 ST.		R. LaForme

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Name (PRINT)	Address	City	Signature
DIANE DOBRICHAN	112 EAST 13th ST	Hamilton	
Viola Finochio	38 " 13 "	Hamilton	V. Finochio
M JARVIS	452 Up Wellington	Hamilton	
[illegible]	198 E 17th.	Hamilton	CHRIS ROATE
L. Douglas	177 EAST 12th	Hamilton	L. DOUGLAS
BOB ARMIT	25 CALLIER Cr	Hamilton	[illegible]
Jackie Jackymek	834 Bruedale Ave E.	Hamilton	[illegible]
Shannon Lockley	61 EAST 12TH	Hamilton	[illegible]
J FINLAY	35 QUINLY CRT	Hamilton	[illegible]
DENNIS HARROD	301 EAST 27th ST	Hamilton	[illegible]
John De Boer	114 East. 12 St.	Hamilton	[illegible]
JAMES CUMMINGS	649 UPPER SHERMAN	Hamilton	James Cummings
E. Milutinovich	90 GARDEN CRESC.	Hamilton	[illegible]
William S. McClelland	74 East 12th	Hamilton	[illegible]
Lise Furlotte	40 Mohawk Rd E.	Hamilton	Lise Furlotte
Floyd M Jones	169 East 23rd St	Hamilton	Floyd M Jones
Fred Jongeling	26 EAST 16th	Hamilton	FRED JONGELING
MIKE JOHNSON	580 UPPER WENTWORTH	Hamilton	
David Strugnell	114 East 11th Street	Hamilton	[illegible]
Ben Hill	950 FENNELL E	Hamilton	[illegible]
~~Timothy S Ritchie~~	58 Salem Ave.	Hamilton	Timothy Ritchie

Timothy S Ritchie

PETITION TO THE CITY OF HAMILTON

The City of Hamilton has prevented Mr. Li, owner of Yen King Chinese Food from using his own property to provide parking for his vehicle (not for customer parking) and has changed the street parking to prevent him from parking his vehicle there and to prevent customers from stopping while they pick up their food orders. By signing below I wish to register my opinion that the restaurant has been treated unfairly. I believe the City of Hamilton should remove the no stopping signs on one side of the street to permit customers to park on the street while they pick up their food orders. The city should permit Mr. Li to park his own car on the restaurant's property and should remove the cement abutments it placed there.

Name (PRINT)	Address	City	Signature
PHILIP YONEV	72 E. 11 ST.	Hamilton	Philip Yonev
D. MATUSZAK	80 EAST 11TH	Hamilton	D. Matuszak
J. KONEY	56 E11TH ST.	Hamilton	J. Koney
C Bailey	106 E11th St.	Hamilton	C Bailey
P Petrie.	38 Salem Ave	Hamilton	P Petrie.
Jim Muldland	37 Redwing Rd	Hamilton	Jim Muldland
MRS. SHARON UPSON	156 BIRCHCLIFFE Cr. Hamilton	Hamilton	Mrs Sharon Upson
JODI UPSON	156 BIRCHCLIFFE CR.	Hamilton	Jodi Upson
Sylvie Paquette.	36 Billington Cres.	Hamilton	Sylvie Paquette
HUMBERTO J. SANTOS	1220 UPPER WENTWORTH ST. APT. # 306	Hamilton	Humberto J. Santos
JEFF BRAWN	37 Carmen Ave	Hamilton	Jeff Brawn
N. CASWELL	23 CORAL DR.	Hamilton	N. Caswell
JOHN DECECCHI	459 Up WENTWORTH	Hamilton	John DeCecchi
CAROLYN ELDER	459 Up WENTWORTH	Hamilton	Carolyn Elder
ROB BURROWS	220 QUEENSDALE.	Hamilton	Rob Burrows
COLLEEN SMITH	525 MOHAWK RDE	Hamilton	C Smith
JIM MONKELBAAN	424 UPPER WENTWORTH	Hamilton	Jim Monkelbaan
Susan Gilroy	145 Whitney Ave	Hamilton	Susan Gilroy
Roy Bailey	33 N EAST 27TH ST	Hamilton	Roy Bailey
William Goddard	433 Eaglewood Dr.	Hamilton	William Goddard
Greg Wells	8 CLEARWATER DRIVE.	Hamilton	Greg Wells

PETITION TO THE CITY OF HAMILTON

The City of Hamilton has prevented Mr. Li, owner of Yen King Chinese Food from using his own property to provide parking for his vehicle (not for custome parking) and has changed the street parking to prevent him from parking his vehicle there and to prevent customers from stopping while they pick up their food orders. By signing below I wish to register my opinion that the restaurar has been treated unfairly. I believe the City of Hamilton should remove the no stopping signs on one side of the street to permit customers to park on the street while they pick up their food orders. The city should permit Mr. Li to park his own car on the restaurant's property and should remove the cement abutments it placed there.

Name (PRINT)	Address	City	Signature
John Flender	73 Salem Ave	Hamilton	J. Flender
Ruth Simm	81 Salem Ave	Hamilton	R. Simm
Rosemarie Farwick	89 Salem Ave	Hamilton	R. Farwick
IAN C. STEWART	95 SALEM AVE	Hamilton	
Jo Labuski	861 Upper Gage	Hamilton	J. Labuski
Jh. Harvey	371 East 19th	Hamilton	Jh. Harvey
Arlene Mitchell	298 E 16th St	Hamilton	A. Mitchell
MRS. HARRISON	46 LILACSIDE DR	Hamilton	HAMILTON
Andreas Siegler	Box 179	Hamilton	Andreas
N Kelleney	225 East 28th ST	Hamilton	N Kelleney
Berton LeBlanc	99 Kenilworth (S)	Hamilton	Berton LeBlanc
Liz Reid	99 Kenilworth South	Hamilton	L Reid
DON WILSON	59 BEHAN ST	Hamilton	Don Wilson
Verna M Laughlin	107 East 24th st.	Hamilton	Mrs VM Laughlin
Clethe McLaughlin	107 E 24th st	Hamilton	Mrs. Clethe McLaughlin
Phil JAMES	137 CLARENDON AVE	Hamilton	P James
KEN MAC WHIRTER	T.H #7-1132 Upper	Hamilton	Ken MacWhirter
LEROY PICKETT	1069 Wellington St	Hamilton	Leroy Pickett
Alisha Blaney	East 31ST (75)	Hamilton	Alisha Blaney
	6 MAIA CRT	Hamilton	
W MacDonnell	25 Lorraine Dr	Hamilton	W MacDonnell

PETITION TO THE CITY OF HAMILTON

The City of Hamilton has prevented Mr. Li, owner of Yen King Chinese Food from using his own property to provide parking for his vehicle (not for customer parking) and has changed the street parking to prevent him from parking his vehicle there and to prevent customers from stopping while they pick up their food orders. By signing below I wish to register my opinion that the restaurant has been treated unfairly. I believe the City of Hamilton should change the zoning to permit the restaurant to park a vehicle on its own property and to permit customers to park short term on the street while they pick up their food orders.

Name (PRINT)	Address	City	Signature
J. DeStephanis.	22 Pompano Crt	Hamilton	J. DeStephanis
J MacDonell	1196 Upper Wentworth	Hamilton	J MacDonell
MR MRS ROOKE	10 LAMBERT ST	Hamilton	Mrs Rooke
Agnes Reany	10 Lombard St	Hamilton	A R
Gordon Reany	66 Graziglia Dr	Hamilton	G R
C. Franco	81 EAST 11TH ST.	Hamilton	C.F.
R. Mahon	35 SOUTHAMPTON	Hamilton	Randall Mahon
H Mahon	" " "	Hamilton	H Mahon
C Franco	81 East 11th St	Hamilton	C Franco
ANDREW DUCHARME	99 SALEM AVE.	Hamilton	Andy Ducharme
DON WILDS	1238 UPPER GAGE	Hamilton	Don Wilds
PAUL KEBIC	307 THAYER AVE	Hamilton	Paul Kebic
JOE BIRKES	246 EAST 16th	Hamilton	J Birkes
Jackie Ross	113 East 8th St	Hamilton	Jackie Ross
Maryann ILCHENE	55 WYCLIFFE	Hamilton	M Ilchene
DARLENE WATSON	283 BRUCEDALE EAST	Hamilton	Darlene Watson
Naomi Bedek	69 Highcliffe avenue	Hamilton	Naomi Bedek
E Mucci MICELI	184 EAST 25	Hamilton	E Mucci
[illegible]	111 Elgin St	Hamilton	[illegible]
Pat Ball	216 EAST 8TH	Hamilton	Pat Ball
PAT FLEVAR	89 BELVIDERE AVE	Hamilton	Pat Flevar
MIKE STRASS	281 EAST 10th St	Hamilton	[illegible]

PETITION TO THE CITY OF HAMILTON

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Name (PRINT)	Address	City	Signature
RICK ROBERTS	298 EAST 26th St.	Hamilton	Rick Roberts
DWAYNE JOHNSTONE	950 FENNELL AVE E - #1507	Hamilton	Dwayne Johnstone
Wm BEREADT	423 UPPER WELLINGTON	Hamilton	Wm Bereadt
LYNNE LOCKHART	305 EAST 26TH ST.	Hamilton	Lynne Lockhart
FREDA LOW	309 E. 26TH ST.	Hamilton	Freda R. Low
JOHN FLORIANI	318 EAST 26th	Hamilton	John
Isobel M Havens	302 EAST 26TH ST	Hamilton	Isobel M Havens
Terri Lutenberg	306 East 26th	Hamilton	Terri Lutenberg
James Hav	307 EAST 26TH	Hamilton	Jim HAVENS
Mary Morris	306 East 26th St	Hamilton	MARY MORRIS
John Rob	21 BEN LOMOND P	Hamilton	John Rob
Lisa Scott	21 Kendale	Hamilton	Lisa Scott
Will Major	50 Belair Dr.	Hamilton	W. Major
JOHN & IRENE ROBERTS	21 BEN LOMOND APT 502	Hamilton	Roberts
Ron + Dorothy Berry	610 Fennell Ave East	Hamilton	Berry
Carolyn Roberts	298 East 26th Street	Hamilton	Roberts
Lisa Lockhart	305 East 26th Street	Hamilton	Lockhart
D. SEPHTON	145 WENDOVER	Hamilton	Sephton
D. PETRIE	12 ASTRA ST	Hamilton	Dan Petrie
Dave Lockhart Sr.	305 EAST 26TH ST.	Hamilton	Dave Lockhart
DAVID LOCKHART.	305 EAST 26TH ST.	Hamilton	David Lockhart

~~12~~

PETITION TO THE CITY OF HAMILTON

14

The City of Hamilton has prevented Mr. Li, owner of Yen King Chinese Food from using his own property to provide parking for his vehicle (not for customer parking) and has changed the street parking to prevent him from parking his vehicle there and to prevent customers from stopping while they pick up their food orders. By signing below I wish to register my opinion that the restaurant has been treated unfairly. I believe the City of Hamilton should remove the no stopping signs on one side of the street to permit customers to park on the street while they pick up their food orders. The city should permit Mr. Li to park his own car on the restaurant's property and should remove the cement abutments it placed there.

Name (PRINT)	Address	City	Signature
PETE CROSS	103 JOHN ST. S.	Hamilton	
Sunil Rattan	64 Ivy-Lea Place	Hamilton	
Joe Ingrassia	23 Barnett Court	Hamilton	
Tom Burns	10 NOVA DRIVE	Hamilton	
Bruce Owen	102 BROKER DR	Hamilton	
R. James Dunka	29 Raleigh Ave.	Hamilton	
SHARON McGAW	259 QUEEN VICTORIA DR	Hamilton	
Mike Seki	10 Ashlar Mews	Hamilton	
DAVID McCARTNEY	22 WEST 4TH ST	Hamilton	
Robb Callaghan	260 Bowman St	Hamilton	
Trisha Clyburne	260 Bowman St	Hamilton	
Roz Atkins	1195 Fennel AVE #703	Hamilton	
SK Parker	383 East 37th St.	Hamilton	
C Pause	86 Cushman Rd.	Hamilton	
	6 Chateau	Hamilton	
K Szabo	20 Pheasant Pl	Hamilton	
PETERS	29-66 BIRCHVIEW DR	Hamilton	
SHARP	3 BILLINGTON CRES	Hamilton	
Michael Czepiel	935 Garth St	Hamilton	
H Murray	84 Sherwood Rise	Hamilton	
Don Eaton	150 E. 42nd St.	Hamilton	
	1015 Upper Gage Ave		

PETITION TO THE CITY OF HAMILTON

The City of Hamilton has prevented Mr. Li, owner of Yen King Chinese Food from using his own property to provide parking for his vehicle (not for customer parking) and has changed the street parking to prevent him from parking his vehicle there and to prevent customers from stopping while they pick up their food orders. By signing below I wish to register my opinion that the restaurant has been treated unfairly. I believe the City of Hamilton should change the zoning to permit the restaurant to park a vehicle on its own property and to permit customers to park short term on the street while they pick up their food orders.

Name (PRINT)	Address	City	Signature
CAROL KOOL			
Carol Kool	31 BUCHANAN	Hamilton	Carol Kool
John Kool	31 Buchanan	Hamilton	John Kool
BRIAN FRASER	98 EAST 45 TT	Hamilton	B Fra
Mary Giles	183 Bruceclale East	Hamilton	M. Giles
Alex Zoles	305 East 24 Th	Hamilton	A Zoles
Alysia Rook	148 East 17th St	Hamilton	A Rooke
K Knight	421 Upper Kenilworth	Hamilton	K Knight
DAVID CROOKER	54 EAST 11TH ST	Hamilton	David Crooker
John Kelly	389 EAST 25th	Hamilton	Kelly 575-5147
Polly Gratton	101 Indian Cres	Hamilton	P Gratton
M Hoda	59 Pinerobin Dr	Hamilton	M Hoda
Donna Sheldrake	16 Roland Rd.	Hamilton	D Sheldrake
MARK STILLER	196 Manning Ave.	Hamilton	Mark Stiller
PAMELA WRIGHT	77 E. 13TH ST	Hamilton	P. Wright
Ron O'Brien	106 Dragon Dr	Hamilton	Ron O'Brien
Roy Matsumoto	18 PARK PLAZA	Hamilton	R. Matsumoto
AT MANNOLITI	132 BRIARWOOD dr	Hamilton	AM
DON SINDEN	98 EAST 11TH St.	Hamilton	D Sinden
MARG KUCHTA	12 CLOKE COURT	Hamilton	M Kuchta
Shawn Bonallie	57 Ambermount	Hamilton	Bonallie
SCOTT MARSHALL	07 EAST 32nd	Hamilton	S Marshall
Peggy Masters	193 East 22ND St	Hamilton	Peggy Masters

PETITION TO THE CITY OF HAMILTON

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Name (PRINT)	Address	City	Signature
Scott Skinner	468 East 36th St	Hamilton	Scott Skinner
Robert Poyner	216 Queendale Ave E.	Hamilton	Robert Poyner
Brad Lambert	152 East 16th	Hamilton	Brad Lambert
D Hurst	22 Duff St.	Hamilton	D Hurst
N STADNIK	98 E. 16th St	Hamilton	[illegible]
K. ANDERSON	206 W. 18th St.	Hamilton	K. Anderson
FERGUSON	94 E-12 ST	Hamilton	[illegible]
B Baumwood	94 E-12 St	Hamilton	B Baumwood
		Hamilton	
		Hamilton	
		Hamilton	
		Hamilton	
		Hamilton	
		Hamilton	
		Hamilton	
		Hamilton	
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		Hamilton	
		Hamilton	
		Hamilton	
		Hamilton	
		Hamilton	
		Hamilton	

A(a)

CITY OF HAMILTON

- INFORMATION -

DATE: 1991 February 14

REPORT TO: Mrs. Susan K. Reeder, Acting Secretary
Transport and Environment Committee

FROM: Mr. Len C. King, P. Eng.
Building Commissioner

SUBJECT: 491 - 493 UPPER WELLINGTON STREET
Yen King Restaurant

BACKGROUND:

Following is the background information pertaining to the above-noted property in chronological order:

1. Our records indicate that in 1978 the property was used as a doctor's office.

2. In 1988, this Department issued a zoning verification certificate for a proposed use as a fast food take-out restaurant with an apartment at the rear. At that time, the use was indicated as a real estate office. The certificate advised that the use was permitted subject to Section 18A(36) of Zoning By-Law 6593.

3. A building permit was issued by this Department on February 2, 1990 for interior alterations related to a take-out restaurant.

4. On March 20, 1990 an Order to Comply was issued by this Department advising the owner that parking was not permitted with the restaurant and no residential use was permitted. This Order was complied with on July 11, 1990.

5. The owner made application to the Committee of Adjustment (A-90:173) requesting relief from the Zoning By-Law to permit the parking area in the rear of the restaurant without providing the required spatial separation from the adjoining residential district. The application was denied on July 11, 1990.

For the information of the Committee, Section 18A(36) requires that parking for a restaurant use must be located at least 12 metres from a residential district and access driveways to a lot on which a restaurant is located, can be no closer than 30 metres from such district.

A(b)

CITY OF HAMILTON

- INFORMATION -

DATE: 1991 February 13

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Inverness Avenue between Upper Wellington and East 11th Streets - Parking Regulations (TEC-27-91)

Murray F. Main

BACKGROUND:

In report TEC-88-90, a copy of which is attached, the Traffic Department reported respecting the parking regulations on Inverness between Upper Wellington and East 11th. The City Council, on 1990 May 08, approved the recommendations that stopping be prohibited on the north side of Inverness between Upper Wellington and East 11th and that stopping be prohibited on the south side of Inverness from a point 30 feet west of the west curb line of East 11th to Upper Wellington. The "No Stopping" signs were erected shortly thereafter.

On 1990 October 1, a representative of the business at the north-east corner of Upper Wellington and Inverness appeared before the Committee respecting the parking regulations in this block. The Committee, and subsequently the City Council on 1990 October 09 approved a revision to the parking regulations to allow loading and unloading to occur on the south side of the street in this block. The "No Stopping" signs were removed, and "No Parking" signs were erected on 1990 November 28.

Attach.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 April 23

REPORT TO: J. J. Schatz
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Inverness Avenue between Upper Wellington Street and East 11th Street - Parking Regulations. [TEC-88-90]

RECOMMENDATION:

a) That stopping be prohibited on the north side of Inverness Avenue between Upper Wellington Street and East 11th Street; and

b) That stopping be prohibited on the south side of Inverness Avenue from a point 30 feet west of the west curb line of East 11th Street to Upper Wellington Street; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1990 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Stopping" signs.

BACKGROUND:

Alderman Henry Merling has asked the Traffic Department to investigate and to report to the Transport and Environment Committee regarding the feasibility of prohibiting stopping on both sides of Inverness Avenue in the short block between Upper Wellington and East 11th. Presently, parking is prohibited on the north side and there is unrestricted free parking on the south side of the street in this block. Area residents have expressed concern that a proposed take-out food restaurant at the north-east corner of Upper Wellington and Inverness will result in excessive parking and stopping on both sides of the street in front of their homes.

The Traffic Department would consider the requested regulation to be over-restrictive from a traffic flow point of view. However, since Alderman Merling has advised that all of the area residents support the request on the basis of commercial activity and aesthetics rather than traffic flow, the Traffic Department would not object.

Loading activities for the proposed restaurant can occur in front of the business in the "No Parking" area on the east side of Upper Wellington Street.

B.

FOR ACTION

REPORT TO: T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: Feb. 7, 1991
COMM FILE:
DEPT FILE: S611-01A

SUBJECT

By-law for closure and sale of parts of Melissa Street.

RECOMMENDATION

a) That the appropriate By-law for the closure and sale of parts of Melissa Street be forwarded to City Council for enactment on February 22, 1991.

b) That the Acting Commissioner of Engineering be authorized and directed to register the by-laws.

for E. M. Gill, P. Eng.
Acting Commissioner of Engineering

FINANCIAL CONSIDERATIONS

N/A

BACKGROUND

City Council on November 27, 1990 authorized that the by-law be prepared. We have advertised the Public Notice on Saturdays, January 23, January 30, February 6 and February 13, 1991 in the Spectator, pursuant to Section 301 of the Municipal Act.

KML:ljm
Encl.

cc: Mr. K. E. Avery, City Clerk
Att: R. Morrison (encl.)

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO CLOSE AND TO AUTHORIZE THE SALE OF MELISSA STREET PARTS 2 AND 3, PLAN 62R-11597

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 301 of The Municipal Act, Revised Statutes of Ontario, 1980, Chapter 302, to stop-up, close and sell any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 47 of the 13th Report and Item 7 of the 16th Report of the Transport and Environment Committee on July 31, 1984 and November 27, 1990 respectively authorized the City to stop-up, close and sell portions of Melissa Street, being more particularly described as Parts 2 and 3 on Plan 62R-11597 to the abutting owners.

AND WHEREAS The Corporation of the City of Hamilton is the Owner of the above described lands;

AND WHEREAS the Council of The Corporation of the City of Hamilton has agreed to sell those portions of Melissa Street to the abutting owners.

AND WHEREAS Notice of the City's intention to pass this By-law has been published as required by Section 301 of The Municipal Act;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this by-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The portions of Melissa Street described as:

   Part of Melissa Street, Registered Plan number 944, designated as Part 2, Plan 62R-11597 and part of Melissa Street, as established by Barton Township By-law number 2264, registered as Instrument number By-Law 1529 designated as Part 3, Plan 62R-11597. City of Hamilton, Regional Municipality of Hamilton-Wentworth

   are hereby stopped up and closed;

2. Subject to Section 3, the soil and freehold in those portions of the street hereby stopped-up and closed, designated as Parts 2 and 3, Plan 62R-11597 may be offered for sale to the abutting owners.

3. If the abutting owners or their successors or assigns do not purchase the said portions Melissa Street hereby stoppped-up and closed within 60 days of the date of passing of this by-law, the said lands may be offered for sale to any other person as may be authorized by subsequent by-law.

4. (1) Subject to subsection 2, this by-law comes into force and effect on the date of its enactment.

   (2) Section 1 comes into force and effect on the date of registration of this by-law in the Land Registry Office for the Registry Division of Wentworth (No. 62).

PASSED this day of A.D. 1991.

City Clerk Mayor

Monday, February 04, 1991
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present:
Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman T. Cooke
Alderman D. Drury
Alderman D. Wilson
Alderman D. Agostino
Alderman V. Formosi
Alderman T. Murray

Also Present:
Mrs. B. Price, Hamilton Safety Council
Mr. J. G. Pavelka, Director of Public Works
Mr. D. Lobo, Public Works Department
Mr. G. S. Aston, Regional Engineering Department
Mr. M. Main, Director, Traffic Department
Mr. M. Watson, Manager, Real Estate Division
Miss T. Agnello, Secretary

1. APPROVAL OF THE MINUTES

The minutes of the meeting of Monday, January 21, 1991 were approved as circulated.

2. CITY SOLICITOR

2.1 **Local Improvement Charge for Construction of Roads, Curbs, Sidewalks, and Alleys.**

As recommended by the City Solicitor in a report dated January 23, 1991, the Committee recommended to Council as follows:

That the appropriate by-law respecting local improvement charges for the construction of roads, curbs, sidewalks and alleys be enacted by City Council.

2.2 **By-law to Alter Balmoral Avenue from Main Street East to King Street East**

Prior to voting on the motion the Acting Engineer advised that street widening is being conducted in conjunction with sewer construction.

As recommended by the City Solicitor in a report dated January 23, 1991, the Committee recommended to Council as follows:

That the appropriate by-law to alter Balmoral Avenue from Main Street East to King Street East be enacted by City Council.

3. DIRECTOR OF TRAFFIC SERVICES, DIRECTOR OF PROPERTY, MANAGER OF PURCHASING

New Traffic Operations Centre Construction Contract - Goods and Services Tax.

The Director of Property Services advised that costs of G.S.T. can be monitored.

As recommended by the Director of Traffic Services, the Director of Property and the Manager of Purchasing in a report dated January 29, 1991, the Committee recommended to Council as follows:

That a purchase order be issued to Canadian Engineering & Contracting Ltd., 121 Shaw Street, Hamilton, Ontario in the amount of $175,340.00 for the Goods and Services Tax (GST) component of the tender and be retained as a cash allowance. Funds are available in Account No. CF5698-758841001.

NOTE: Law Department is preparing the contract documents for execution. In order that contract documents indicate GST component, the purchase order must be issued immediately. The above has been processed through the emergency procedure of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, and appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

4. DIRECTOR OF PROPERTY

Expropriation by the City - Parts 1, 2 and 3, Expropriation Plan 263314 L.T. from S. Wise Construction Limited

As recommended by the Director of Property in a report dated January 22, 1991, the committee recommended to Council as follows:

That the City accept an "Agreement by Owner to Accept Compensation" for the lands of S. Wise Construction Limited, executed on January 10, 1991 and scheduled for closing on April 9, 1991. The property is composed of 674.4 square metres (7,259.4 square feet), more or less, described as Parts 1, 2 and 3 on Plan 263314 L.T.and is required in connection with the development of Kingsbury Gardens, Phase 4, in the vicinity of Carson Drive.

That compensation payable comprises $29,225.00 for the market value of the realty plus legal fees pursuant to The Expropriations Act of $1,200.00, for a total of $30,425.00 to be charged to Account No. CH 5X323 00102 (Reserve for Property Purchases - Transportation Capital).

That the agreement specifies that the City shall be entitled to recover the cost of the acquisition of the lands described herein in the amount of $29,225.00 without interest charge, as a condition of the subdivision approval for the abutting lands known as "Kingsbury Gardens, Phase 4".

5. MANAGER OF PURCHASING

5.1 **Annual Supply of Concrete, Public Works Department, 1991**

As recommended by the Manager of Purchasing in a report dated January 24, 1991, the committee recommended to Council as follows:

That a purchase order be issued to Premier Concrete, Hamilton, for the supply and delivery of Concrete as and when required during 1991 by the Public Works Department, being the lowest of four tenders received, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and that expenditures be financed from the Stock Account No. CH56197 60999, as follows:

Premier Concrete, Hamilton	1991
2% Calcium Chloride	$ 2.00/m^3
Heat	$ 7.00/m^3
Sidewalk, Curb, Roadway Concrete Delivered and Picked-up	$ 82.35/m^3
Sidewalk, Curb, Roadway Concrete Picked-up	$ 82.00/m^3
After 5:00 p.m. and before 9:00 p.m. add	$ 8.00/m^3
After 9:00 p.m. and before 7:00 a.m. add	$ 16.00/m^3
Underload charges $1m^3$	$120.00
$2m^3$	$ 80.00
$3m^3$	$ 50.00
$4M^3$	$ 30.00

GST and PST extra where applicable.

5.2 **Annual Supply of Chemicals, Public Works Department, 1991**

As recommended by the Manager of Purchasing in a report dated January 24, 1991, the committee recommended to Council as follows:

That purchase orders be issued for the supply and delivery of Chemicals as and when required during 1991 by the Public Works Department, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and that expenditures be financed from the Stock Account No. CH56197 60999, as follows:

(a) Pollard Highway Products, Harrow
Liquid Calcium Chloride $ 0.1544/litre

Price based on supplied and applied, PST included. Minimum load 13,325 litres. Premium of $0.0046 per litre if loads are less.

(b) General Chemical Canada Ltd., Mississauga
Flake Calcium Chloride $ 0.3022/kg.

Minimum truckload of 560 x 40 kg. bags. Split loads delivered for an additional charge of $50/drop off. Returnable pallets $20/ea. refundable when returned prepaid to origin.

GST and PST extra where applicable.

5.3 **Annual Supply of Aggregates, Public Works Department**

As recommended by the Manager of Purchasing in a report dated January 24, 1991, the committee recommended to Council as follows:

That purchase orders be issued for the supply and delivery of Aggregates as and when required during 1991 by the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and that expenditures be financed from the Stock Account No. CH56197 60999, as follows:

(a) Cayuga Materials, Cayuga

Granular 'A', 9.5mm Screenings	
19mm Crusher Run	$ 8.16

(b) Steetley Lime & Aggregates, Dundas

Granular 'A', 53mm Crusher Run - picked up	$ 7.00
Granular 'A' 9.5mm Screenings	$ 8.50
19mm Clear	$ 9.55
9.5mm and 64mm Chips Washed	$10.50

(c) TCG Materials, Cambridge

9.5mm Chips Washed - picked up	$ 8.25
6.4mm Chips Washed - picked up	$ 8.95
19mm Clear	$ 9.60
9.5mm and 6.4mm chips Washed	$11.40
19mm Crusher Run	$ 8.65

(d) Taro Aggregates, Hamilton

Granular 'A', 53mm Crusher Run - picked up	$ 7.10
19mm Clear	$ 7.40

GST and PST extra where applicable. Prices per tonne, delivered, unless otherwise specified.

5.4 **Annual Supply of Asphalt, Public Works Department, 1991**

As recommended by the Manager of Purchasing in a report dated January 24, 1991, the committee recommended to Council as follows:

That purchase orders be issued for the supply and delivery of Asphalt as and when required during 1991 by the Public Works Department, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and that expenditures be financed form the Stock Account No. CH56197 60999, as follows:

(a) Cayuga Materials, Cayuga

Asphalt Binder Course HM3	$41.92/tonne
Asphalt Binder Course HM5	$37.23/tonne
Liquid Asphalt Cement	$ 1.42/litre

(b) Red-D-Mix Concrete, Hamilton

Steel Slag Asphalt	$44.80/tonne
Asphalt Binder Course HM3	$40.50/tonne
Asphalt Binder Course HM5	$35.90/tonne
Liquid Asphalt Cement	$ 1.50/litre
Cold Laid Patching Material	$57.25/tonne

(c) Taro Aggregates, Hamilton

Asphalt Binder Course HM3	$43.25/tonne
Asphalt Binder Course HM5	$39.00/tonne
Liquid Asphalt Cement	$ 3.25/litre
Cold Laid Patching Material	$56.00/tonne

(d) Norjohn Limited, Thorold

MTC Primer - delivered		$ 0.3993/litre
Cationic Asphalt Emulsions CRS2	- delivered	$ 0.2880/litre
	- picked up	$ 0.2830/litre
Asphaltic Concrete Patching Mixture -		$ 100.00/tonne

GST and PST extra where applicable.

6. CONFERENCE ATTENDANCE

Air and Waste Management Association - April 28 to May 1, 1991

As recommended by the Secretary of the Transport and Environment Committee in a report dated January 30, 1991, the committee recommended to Council as follows:

That the Chairman or his designate be authorized to attend the Air and Waste Management Association Conference to take place on April 29 to 30, 1991 in Hamilton.

That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1991 Operating Budget.

7. COMMISSIONER OF ENGINEERING

7.1 **Street Closures and Temporary Closures - Jazz Festival**

As recommended by the Commissioner of Engineering in a report dated January 17, 1991, the committee recommended to Council as follows:

That the application of Mr. M. Temperly, agent for the Hess Village Merchant Association, to temporarily close Hess Street South from King Street to Main Street on:

i. Friday, July 19, 1991 from 6:00 p.m. to 11:00 p.m.
ii. Saturday, July 20, 1991 from 6:00 p.m. to 11:00 p.m.
iii. Sunday, July 21, 1991 from 2:00 p.m. to 11:00 p.m.

in order that the Hess Village Merchant Association (24 Hess Street South, Hamilton), may hold a Jazz Festival:

That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;

That advance temporary road closure signs be installed four weeks in advance by the City of Hamilton, Traffic Department, on the affected roadways, (if deemed appropriate) and at the expense of the organizing group;

That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;

That the applicant provide proof of $2,000,000.00 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holds the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;

That the applicant reimburse the Regional Police, Department of Engineering, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event.

That no property owner or resident within the barricaded area be denied access to their property upon request;

That all property owners and tenants along the closed portion of the road be notified of the event by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

7.2 **Banner Processing - Cost Recovery**

As recommended by the Commissioner of Engineering in a report dated January 18, 1991, the committee recommended to Council as follows:

That a cost of $55.00 be charged to applicants who have asked for the total amount of the banner fee to be refunded to them upon cancellation of the banner.

7.3 **Banner Display Application - "National Non-Smoking Week" - January 18, 1993 to January 25, 1993**

As recommended by the Commissioner of Engineering in a report dated January 25, 1991, the committee recommended to Council as follows:

That the Hamilton-Wentworth Interagency Council on Smoking and Health, be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, January 18, 1993 to Monday, January 25, 1993, with the following message:

NATIONAL NON-SMOKING WEEK

7.4 **Annual Overload Payment - L.P. Services**

As recommended by the Commissioner of Engineering in a report dated January 24, 1991, the committee recommended to Council as follows:

That in accordance with By-law 89-72, L.P. Services be granted an Annual Overload Permit for the year 1991 for one (1) tractor trailer for a total fee of $762.00; and

That 11% of $83.80 be credited to City Account No. 25827011 (Overload Permit Fees), and that 89% or $678.20 be credited to Regional Account No. 46025-301502.

7.5 **Incorporating Certain City lands into various streets by By-law**

As recommended by the Commissioner of Engineering in a report dated January 24, 1991, the committee recommended to Council as follows:

That the following City lands be incorporated into various streets:

Acadia Drive	Part of Part 14, Plan 62R-11096
Eaglewood Drive	All of Block 22, Plan 62M-643
Dartnall Road	Parts 1 & 5, Plan 62R-9687 and Part 1, Plan 62R-9651

That the By-laws to carry out the incorporation of the said lands into the foregoing street be enacted by Council.

That the Commissioner of Engineering be authorized and directed to register the By-laws.

7.6 **Proposed Solid Waste Processing Facility (Ontrec Incorporated) 446 Burlington Street East, Hamilton**

As recommended by the Commissioner of Engineering in a report dated January 31, 1991, the committee recommended to Council as follows:

The Ontario Ministry of the Environment be advised that the city of Hamilton does not object to Ontrec Incorporated developing a solid waste processing facility at 446 Burlington Street East in Hamilton, provided that the facility and its operation conform entirely with the conditions and regulations specified by the Ontario Ministry of the Environment, as well as those required by the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

Some specific requirements include:

i. The facility operator must ensure that the existing catch basin at the entrance to the facility loading dock does not receive migrating leachate resulting from stockpiles of drywall and other contaminated materials which are exposed to rain and snow melt.

ii. That the opening in the chain link fencing that separates the Ontrec operation and the neighbouring Morris Lax Scrap Metals operation, be closed to prevent unauthorized movement of waste materials from one site to the other.

iii. Appropriate spill containment and a suitable protection barrier should be provided for a diesel fuel storage tank located adjacent to the loading dock, to lessen the risk of environmental and physical damage as a result of vehicles operating in the vicinity of the tank.

iv. The proponent should be required to provide an assessment report from an independent authority on the condition of the storage tank which is buried south of the boiler room, and the type and volume of the liquid contained in it.

v. The proponent should be required to provide a storm water Best Management Practice (BMP) plan for the entire site, including the adjacent Morris Lax Scrap Metals operation, which may have an impact on the Ontrec Incorporated operation.

vi. It is the City of Hamilton's desire that if the Ministry of the Environment issues Ontrec Incorporated a Certificate of Approval to operate the facility, that it be done with the condition that City of Hamilton Traffic Service staff, and the City's Noise Control Officer be given the opportunity to evaluate the viability of the facility while in operation, and furthermore, that the City of Hamilton's determination on the issue be reserved until such time as the investigative staff are fully prepared to provide their final informed opinions and recommendations.

That as the proponent is developing the facility on leased property, the City of Hamilton recommends to the Ministry of the Environment that if a Certificate of Approval is issued, that it be issued on condition that the Certificate be only valid for Ontrec Incorporated as tenants, and not for Morris Lax Scrap Metals the owners of the leased property.

8.1 **DIRECTOR OF TRAFFIC SERVICES**

Erection of Special Street Name Signs in Business Improvement Areas in Hamilton-Ottawa Street B.I.A.

As recommended by the Director of Traffic Services in a report dated December 13, 1990, the committee recommended to Council as follows:

That the style of special street name sign submitted by the Ottawa Street B.I.A. as illustrated in the drawing appended hereto as Schedule "A", be approved; and

That the City of Hamilton Traffic Department be authorized to install and maintain the special street name signs as provided by the B.I.A. on Ottawa from the north side of Main to Barton.

8.2 **Intersection of Hester Street and Greeningdon Drive - Request for a School Crossing Guard**

The committee agreed that this report be tabled indefinitely.

8.3 **Acadia Drive and the South Leg of Twin Crescent and Acadia Drive and Balharbour Drive - Intersection Control**

As recommended by the Director of Traffic Services in a report dated January 23, 1991, the committee recommended to Council as follows:

That westbound traffic on the south leg of Twin Crescent be required to stop for northbound and southbound traffic on Acadia Drive; and

That eastbound traffic on Balharbour Drive be required to stop for northbound and southbound traffic on Acadia Drive; and

That the City Traffic By-law 89-72 be amended accordingly.

9. PARKING REGULATIONS

Pursuant to recommendations in various reports submitted by the Director of Traffic Services, the Committee recommended to Council that By-law No. 89-72 be amended as follows:

9.1.1 **West 4th Street between McElroy Road and Southbend**

That a "One Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of West 4th Street between McElroy Road West and Southbend Road West.

9.1.2 **South side of Royal Avenue between Broadway Avenue and Bowman Street**

That a "No Parking" regulation be implemented on the south side of Royal Avenue between Broadway Avenue and Bowman Street.

9.1.3 **Auburn Avenue between Normandy road and the south end**

That an "Alternate Side Parking" regulation be implemented on Auburn Avenue between Normandy Road and the south end such that parking is prohibited;

- on the west side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and
- on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November.

9.1.4 **East side of Grant Avenue between Alanson Street and the south end**

That the existing "Permit Parking" regulation on the east side of Grant Avenue between the south end of a point 187 feet northerly therefrom be removed.

That the maximum number of permits to be issued to abutting residents in the block be reduced from nine to four.

9.1.5 **South side of Forest Avenue between Aurora Street and Ferguson Avenue South**

That the existing "Permit Parking" regulation on the south side of Forest Avenue between Aurora Street and Ferguson Avenue South be shortened such that the regulation commences at Ferguson Avenue South and extends to a point 200 feet easterly therefrom.

That the maximum number of permits to be issued to abutting residents be reduced to nine.

9.1.6 **No. 121 Grosvenor Avenue North**

That the existing "Permit Parking" regulation on the west side of Grosvenor Avenue North commencing at a point 300 feet north of Dunsmure Road and extending to a point 20 feet northerly therefrom, and on the east side of Grosvenor Avenue North commencing at a point 298 feet north of Dunsmure Road and extending to a point 20 feet northerly therefrom, be removed.

9.1.7 **74 New Street - Request for a Reserved Permit Parking Space for a Handicapped Resident**

That a "Permit Parking" regulation be implemented on the west side of New Street commencing at a point 80 feet north of Main Street West and extending to a point 28 feet northerly therefrom.

That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mrs. Lois Costello, 74 New Street.

9.1.8 **85 Albany Avenue - Request for Wheel Chair Loading Zone**

That a "No Stopping, Wheelchair Loading Only, 11:00 a.m. to 8:30 p.m. 7 days a week" regulation be implemented on the north side of Albany Avenue commencing at a point 237 feet east of Kenilworth Avenue and extending to a point 24 feet easterly therefrom.

9.1.9 **277 Hughson Street North - Removal of Reserved Permit Parking for a Handicapped Resident**

That the existing "Permit Parking" regulation on the west side of Hughson Street North commencing 104 feet south of Murray Street East and extending to a point 20 feet southerly therefrom be removed.

9.1.10 **South side of Queensbury Drive, west of Upper Ottawa Street - Extension School Bus Loading Zone**

That the existing "School Bus Loading Zone" regulation on the south side of Queensbury Drive which commences 328 feet west of Upper Ottawa and extends to a point 86 feet westerly therefrom be extended such that the regulation commences 258 feet west of Upper Ottawa and extends to a point 156 feet westerly therefrom.

10. <u>FEDERATION OF CANADIAN MUNICIPALITIES</u>

Request for Resolutions

The Committee received and noted the correspondence.

11.A **DELEGATION**

Carol Mason and Alderman V. Agro - Durand Neighbourhood: Study Respecting Northbound Right Turn Prohibition at the intersection of Aberdeen and Queen.

Alderman Agro explained that a Durand Neighbourhood meeting was held at which time the right-hand turn prohibition was discussed and the majority of people in attendance were in favour.

He further explained that one resident appeared at the regional committee regarding this but the request was denied.

The Director of Traffic advised that circularization depends on whether the prohibition is 24 hours or only at rush hours.

Several Aldermen agreed that the prohibition would affect people in many wards and may redirect the traffic concerns elsewhere.

Ms. Mason spoke in favour of the prohibition and cited historical and safety reasons as factors which should be considered. She requested that the prohibition be implemented on a six month to one year trial basis.

The Mayor declared a potential conflict by virtue of a relative residing in the area

Following discussion the committee resolved as follows:

> That the matter of the Right Hand Turn Prohibition from Queen to Aberdeen be tabled pending further study by staff and submission of a staff report regarding the feasibility of two way traffic along Queen street from the brow to Main Street.

12. **OTHER BUSINESS**

12.1 Alderman Drury requested the status on the subject of unlawful removal of trees to which the Director of Public Works replied that a report is being prepared.

12.2 Alderman Agro requested that the fence at 201 Bay Street North be placed on the next Transport and Environment Committed agenda.

13. **ADJOURNMENT**

There being no further business the meeting then adjourned.

ed.

Taken as read and approved,

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

T. Agnello, Secretary
February 12, 1991

2.

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO: Miss T. Agnello, Secretary
Transport and Environment Committee

JAN 31 1991

FROM: Mr. K. E. Avery
City Clerk

OUR FILE:
PHONE: 546-4587

SUBJECT: RESOLUTION - ENFORCEMENT OF TREE BY-LAWS

DATE: January 31, 1991

Attached please find a copy of a resolution dated December 7, 1990 from the City of Waterloo requesting the Provincial Government to pass legislation enabling municipalities to pass and enforce tree by-laws which City Council at its meeting held January 29, 1991 referred to the Transport and Environment Committee.

for K E Avery.

attch.

c.c. Mr. J. Pavelka, Director of Public Works

RECEIVED
DEC 17 1990
CITY CLERKS

CITY OF Waterloo ONTARIO

December 7, 1990

TO MUNIICIPALITIES IN ONTARIO WITH
OVER 50,000 POPULATION

Subject: Off-Street Trees

This is to advise that the Council of the Corporation of the City of Waterloo at a meeting held on December 3, 1990 aprpoved the following resolution:

"WHEREAS the Corporation of the City of Waterloo is an Environment First Community;

AND WHEREAS the City of Waterloo is concerned with the protection of trees within the Corporate City limits;

AND WHEREAS the Province of Ontario has not provided the local Municipalities with sufficient authority to prohibit, restrict and regulate the destruction/removal of trees regardless of property size on private lands;

AND WHEREAS the Trees Act and the Waterloo Regional Tree Cutting By-law and other existing legislation fail to address the issue of tree planting, care, maintenance and management on private property;

BE IT RESOLVED:

1. That the Corporation of the City of Waterloo make a request to the Province of Ontario to pass legislation enabling the Corporation of the City of Waterloo and other Municipalities to pass and enforce tree by-laws to address the issue of tree planting, care, maintenance and management on private property.

2. That the Corporation of the City of Waterloo circulate this resolution to all Municipalities over 50,000 population within the Province of Ontario, and all municipalities in the Regional Municipality of Waterloo."

...2

City Hall, Waterloo City Centre, 100 Regina St. S., P.O. Box 337, Waterloo, Ontario. N2J 4A8 Office (519) 886-1550 Fax (519) 747-8760

In the event you approve and support our resolution would you advise your local M.P.P., the Association of Municipalities of Ontario, the Ministry of Natural Resources and the City of Waterloo.

Yours very truly,

L.J. Ayers,
Deputy Clerk

LJA/jl

3.

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO: Miss T. Agnello, Secretary ✓
Transport and Environment Committee

FROM: Mr. K. E. Avery
City Clerk

OUR FILE:
PHONE: 546-4587

SUBJECT: RESOLUTION - CITY OF NAPEAN
- RECYCLING OF BELL CANADA
TELEPHONE BOOKS

DATE: 13 February 1991

Attached please find a copy of a resolution dated January 24, 1991 from the City of Napean respecting recycling of Bell Canada Telephone Books which City Council at its meeting held February 12, 1991 referred to the Transport and Environment Committee.

att.

c.c.: Mr. T. Gill, Commissioner of Regional Engineering Attn: G. Aston
Mr. J. Pavelka, Director of Public Works

NEPEAN

THE CORPORATION OF THE CITY OF NEPEAN
CITY COUNCIL RESOLUTION - JANUARY 24, 1991

MOTION NUMBER 19-91

Moved by Councillor Rick Chiarelli
Seconded by Councillor Frank Reid

WHEREAS municipalities across Canada are incurring increased costs for environmental programs including in particular the costs of recycling programs;

AND WHEREAS the "After markets" for many items which are recyclable through Blue Box programs have not materialized or are highly unstable, resulting in municipalities assuming the burden of these increased costs of operating Blue Box programs;

AND WHEREAS Bell Canada, through its association with OMMRI is encouraging municipalities to collect its telephone directories in Blue Boxes and otherwise for recycling;

AND WHEREAS corporations like Bell Canada who profit from the delivery of a service or product must take responsibility for the full costs associated with these services and products under the environmental concept of "cradle to grave";

BE IT RESOLVED THAT the City of Nepean hereby requests the support of the Federation of Canadian Municipalities to demand that Bell Canada and their sister telephone companies across Canada assume the full costs of collecting, handling and recycling of their used telephone directories and to seek the involvement of the CRTC in requiring such a commitment from Bell Canada for the 1992 telephone directory distribution.

Certified True Copy

John LeMaistre
City Clerk

David E. Hobbs
City Clerk

NEPEAN

CITY CLERK'S DEPARTMENT

our reference: B11-00-RES

your reference:

RECEIVED
FEB 5 1991
CITY CLERKS

January 31, 1991

To City Clerks in all Municipalities in Canada having a population of over 50,000

Dear Sir/Madam:

Re: Resolution - Recycling of Bell Canada Telephone Books

At their regular meeting held on Thursday, January 24, 1991, the Council of the Corporation of the City of Nepean unanimously adopted Motion No. 19-91 regarding recycling of Bell Canada telephone books.

In this regard, I am enclosing a Certified True Copy of the Motion. It would be appreciated if you would have your Council consider and endorse our position.

I would also appreciate being advised of the action/position taken by your Council.

Yours truly,

John LeMaistre
City Clerk

/dg
Encl.

CORPORATION OF THE CITY OF NEPEAN
Nepean Civic Square
101 Centrepointe Drive
Nepean, Ontario
K2G 5K7

Administration 613-727-6610
Enforcement/Licencing 613-727-6614
Fax 613-727-6613

4.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 February 11

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 1 Prospect Street South - Application for a Multiple Residential Boulevard Parking Agreement. [TEC-23-91]

RECOMMENDATION:

That the application of Mr. Kazimrerz Dudzinski to lease a portion of the boulevard adjacent to No. 1 Prospect Street South be approved, provided that:

i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1990 March 27 (current rate is $111.18 per year for two parking spaces) plus taxes, if any, in addition to the $10.00 encroachment insurance charge approved by the City Council on 1984 February 14.

ii) the owner pays a one time $25.00 registration fee, as approved by the City Council on 1986 January 14.

iii) the owner pays a one time $166.77 processing fee, as approved by the City Council on 1990 March 27.

iv) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.

v) the driveway approach, parking area and other structures as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.

vi) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenue from the leasing of this City boulevard would be $111.18 per year.

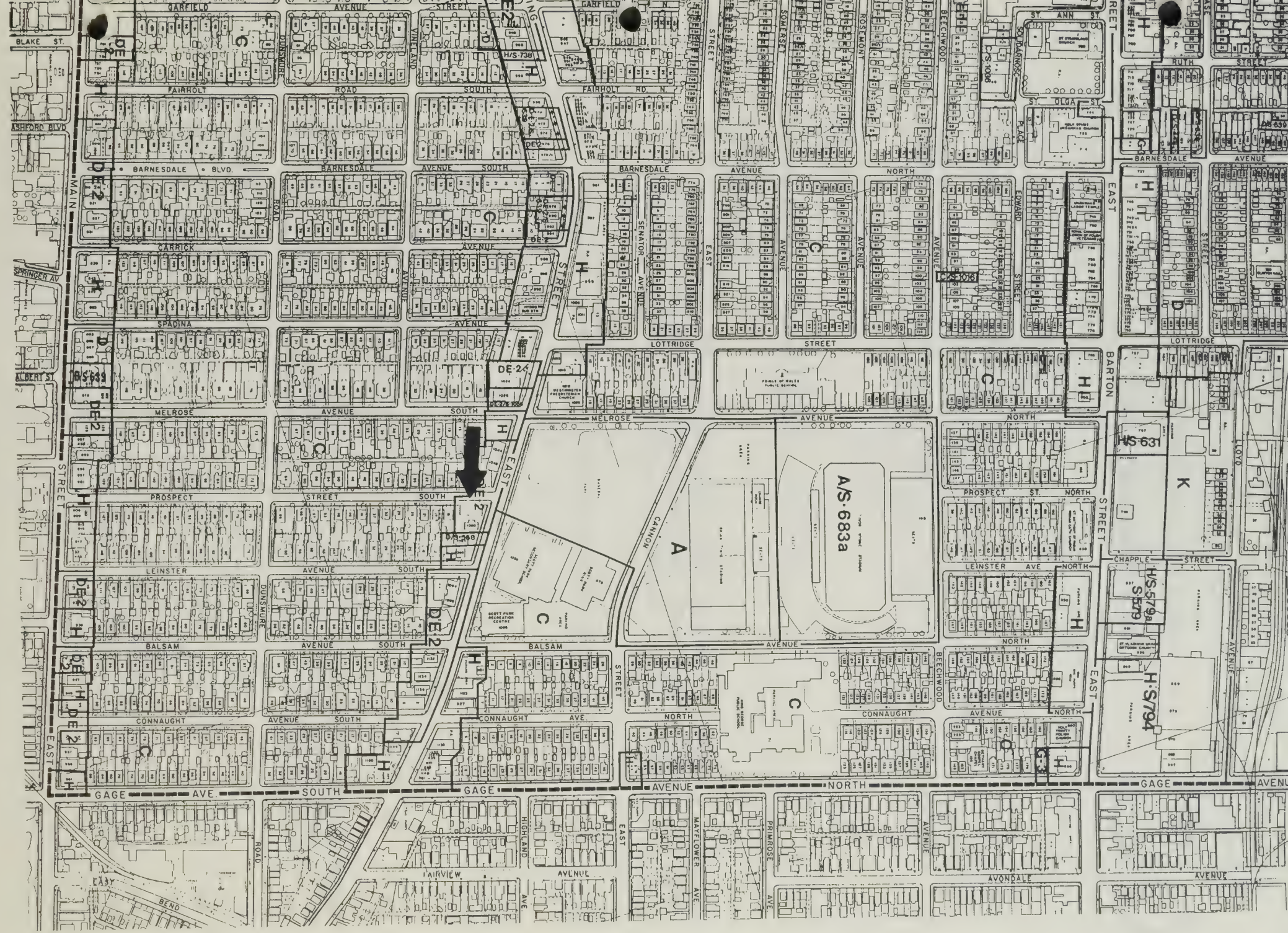
BACKGROUND:

Mr. Dudzinski has applied for permission to lease a portion of the road allowance adjacent to the multiple residential property at No. 1 Prospect Street South to park two vehicles. This application is a result of a resolution by the Planning and Development Committee dated 1991 January 23. The boulevard parking approval is required to allow a change in zoning of the property.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department as well as a cheque in the amount of $312.95 which represents the first annual leasing fee ($111.18) and encroachment insurance ($10.00), as well as the one time registration fee ($25.00) and one time processing fee ($166.77).

cc: Ms. Patrice Noe Johnson
City Solicitor


GARFIELD AVENUE
FAIRHOLT ROAD SOUTH
FAIRHOLT RD. N.
BARNESDALE BLVD.
BARNESDALE AVENUE SOUTH
BARNESDALE AVENUE NORTH
CARRICK AVENUE
SPADINA AVENUE
LOTTRIDGE STREET
MELROSE AVENUE SOUTH
MELROSE AVENUE
PROSPECT STREET SOUTH
PROSPECT ST. NORTH
LEINSTER AVENUE SOUTH
LEINSTER AVE. NORTH
BALSAM AVENUE SOUTH
BALSAM AVENUE
CONNAUGHT AVENUE SOUTH
CONNAUGHT AVE.
CONNAUGHT AVENUE
GAGE AVE. SOUTH
GAGE AVENUE NORTH
MAIN STREET
DUNSMURE ROAD
VINELAND STREET
SENATOR AVENUE
EDWARD STREET
BEECHWOOD AVENUE
ROSEMOUNT AVENUE
ST. ANN ST.
ST. OLGA ST.
RUTH STREET
BARTON STREET EAST
LLOYD AVENUE
CHAPPLE STREET
HIGHLAND AVENUE
MAYFLOWER AVE.
PRIMROSE AVENUE
AVONDALE AVENUE
FAIRVIEW AVE.
EAST BEND ROAD
ASHFORD BLVD.
SPRINGER AV.
BLAKE ST.
ALBERT ST.
CANNON STREET EAST
A/S-683a
H/S-738
H/S-635
H/S-794
H/S-579a
H/S-579
H/S-635
DE-24
DE-2
A
C
H
K
Q

5a.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 February 7

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

St. James Place - Parking Regulations (TEC-22-91)

RECOMMENDATION:

a) That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Saturday" regulation on the south side of St. James Place be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Saturday" regulation; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are sufficient funds available within the 1991 Traffic Department operating budget estimates for manufacturing, erecting and maintaining the required signs. However, the $24.00 annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman William McCulloch recently forwarded results from a survey he conducted with respect to parking regulations on St. James Place.

St. James has a 24 foot pavement width, and presently, parking is prohibited on the north side and there is a "Three Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Saturday" regulation on the south side of the street.

There are ten single family homes on the street and seven residents responded to Alderman McCulloch's questionnaire. Also, the Traffic Department has been able to contact one additional resident by telephone. The results of the survey indicate that six of the ten residents are in favour of a "One Hour Parking Time Limit" regulation and since there was no indication of the limits for the regulation to apply, the Traffic Department will assume it would be 8:00 a.m. to 8:00 p.m., Monday to Saturday as is the existing Three Hour Limit.

Therefore, since 60 percent of the abutting residents are in favour of the proposed regulation, the Traffic Department recommends that a "One Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Saturday" regulation be implemented on the south side of the street in place of the existing regulation.


E-3/S-661
E-3/S-875
E-3/S-704a
E-3/S-828a
E-3/S-776
E-3/S-294
E-3/S-308
E-3/S-303
E-3/S-832
D/S-554a
C/S-623a
C/S-721
C/S-688
QUEEN ST SOUTH
JAMES ST SOUTH
BOLD STREET
DUKE STREET
ROBINSON STREET
CHARLTON AVENUE WEST
HERKIMER STREET
MARKLAND STREET
MAIN STREET
JEPSON AVENUE
MACNAB
BAY
PARK
CAROLINE
HESS
BRUCE ST
HILTON
TURNER AVE
RAVENSCLIFFE AVENUE
UNDERCLIFFE AVE
GLOUCESTER RD
INGLEWOOD
ST JAMES PL
ST JOSEPH'S DR
CHARLTON ST EAST
FOREST AVE
YOUNG ST
AUGUSTA ST
BECKLEY ST
JAMES MOUNTAIN RD
CLAREMONT ACCESS
MOUNTAIN BROW
BULL'S LANE
ROSEDENE AVE
INVERNESS AVE E
INVERNESS AVE
INVERNESS COURT
INVERNESS CRES
BARKER AVE
TANNER ST
UPPER JAMES ST
ARCADE
SITE PLAN CONTROL BY-LAW 83-6

CITY OF HAMILTON

- RECOMMENDATION -

5b.

DATE: 1991 January 18

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Park Row South between Monterey Avenue and King Street - Parking Regulations. [TEC-311-90]

RECOMMENDATION:

a) That the existing "Alternate Side Parking" regulation on Park Row South between King Street and Monterey Avenue be rescinded; and

b) That parking be prohibited at all times on the west side of Park Row South between King Street and a point 237 feet northerly therefrom; and

c) That the existing "Permit Parking" regulation on the south side of Monterey Avenue be shortened such that the regulation commences 60 feet east of Park Row South and extends to Province Street; and

d) That the maximum number of permits to be issued to residents abutting Monterey between Province and Park Row be revised from eight to six; and

e) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

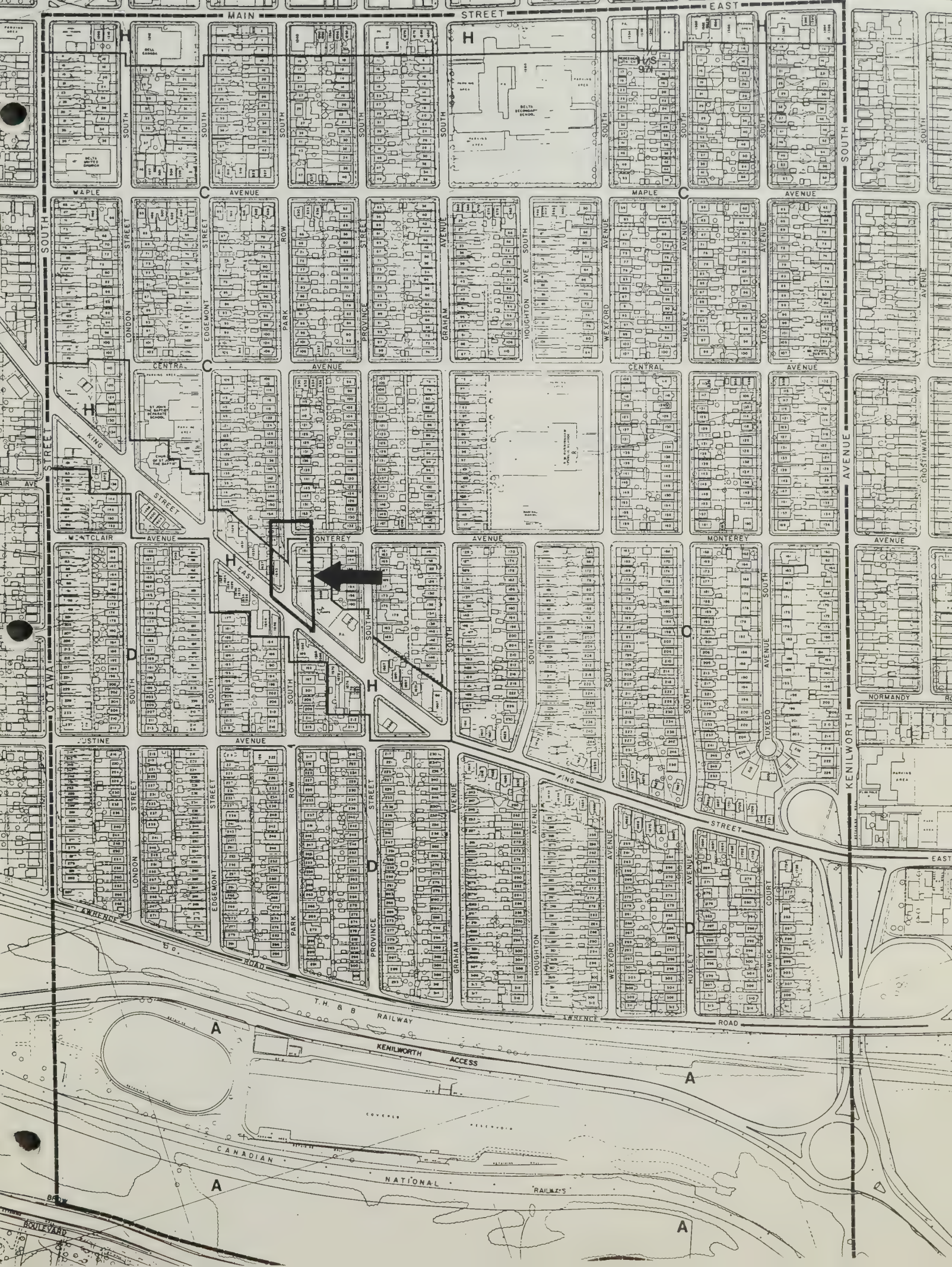
BACKGROUND:

Several residents of Park Row South have expressed concern regarding the lack of available on-street parking in the vicinity of Monterey and Park Row.
Park Row has 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street between King and Monterey. Parking is prohibited on the east side of the street during the winter months.

An investigation has revealed that there are five legal on-street parking spaces on the east side and only three parking spaces on the west side of the street in this block. Therefore, to maximize the number of on-street parking spaces, it would be appropriate to remove the existing "Alternate Side Parking" regulation in the block and to prohibit parking at all times on the west side of the street. Parking on the east side would be unrestricted.

Also, there is a "Permit Parking" regulation on the south side of Monterey between Province and Park Row. Traffic Department records indicate that only six permits have been issued to abutting residents yet there are eight spaces allocated for permit holders. Therefore, the Traffic Department recommends shortening this regulation to provide two parking spaces for other area residents.

The residents of the two single family homes abutting the block and the owner of the abutting apartment building support the recommendations.


MAIN STREET
EAST
MAPLE AVENUE
CENTRAL AVENUE
MONTEREY AVENUE
WESTCLAIR AVENUE
JUSTINE AVENUE
NORMANDY
KING STREET
LAWRENCE ROAD
T.H. & B. RAILWAY
KENILWORTH ACCESS
CANADIAN NATIONAL RAILWAYS
OTTAWA BOULEVARD
KENILWORTH AVENUE
SOUTH
LONDON STREET
EDGEMONT STREET
PARK ROW
PROVINCE STREET
GRAHAM AVENUE
HOUGHTON AVE SOUTH
WEXFORD AVENUE
HUXLEY AVENUE
TUXEDO
KESWICK COURT
GNOSTIWAITE AVENUE
KING STREET
EAST
DELTA COLLEGIATE SCHOOL
DELTA UNITED CHURCH
ST JOHN THE BAPTIST SEPARATE SCHOOL
CHURCH OF ST JOHN THE BAPTIST
H
C
D
A
HS 971

5c.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 25

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East side of Ferguson Avenue between Cannon Street and Kelly Street - Parking Regulations. [TEC-01-91]

RECOMMENDATION:

a) That the existing "No Parking" regulation on the east side of Ferguson Avenue between Cannon Street and Kelly Street be removed; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

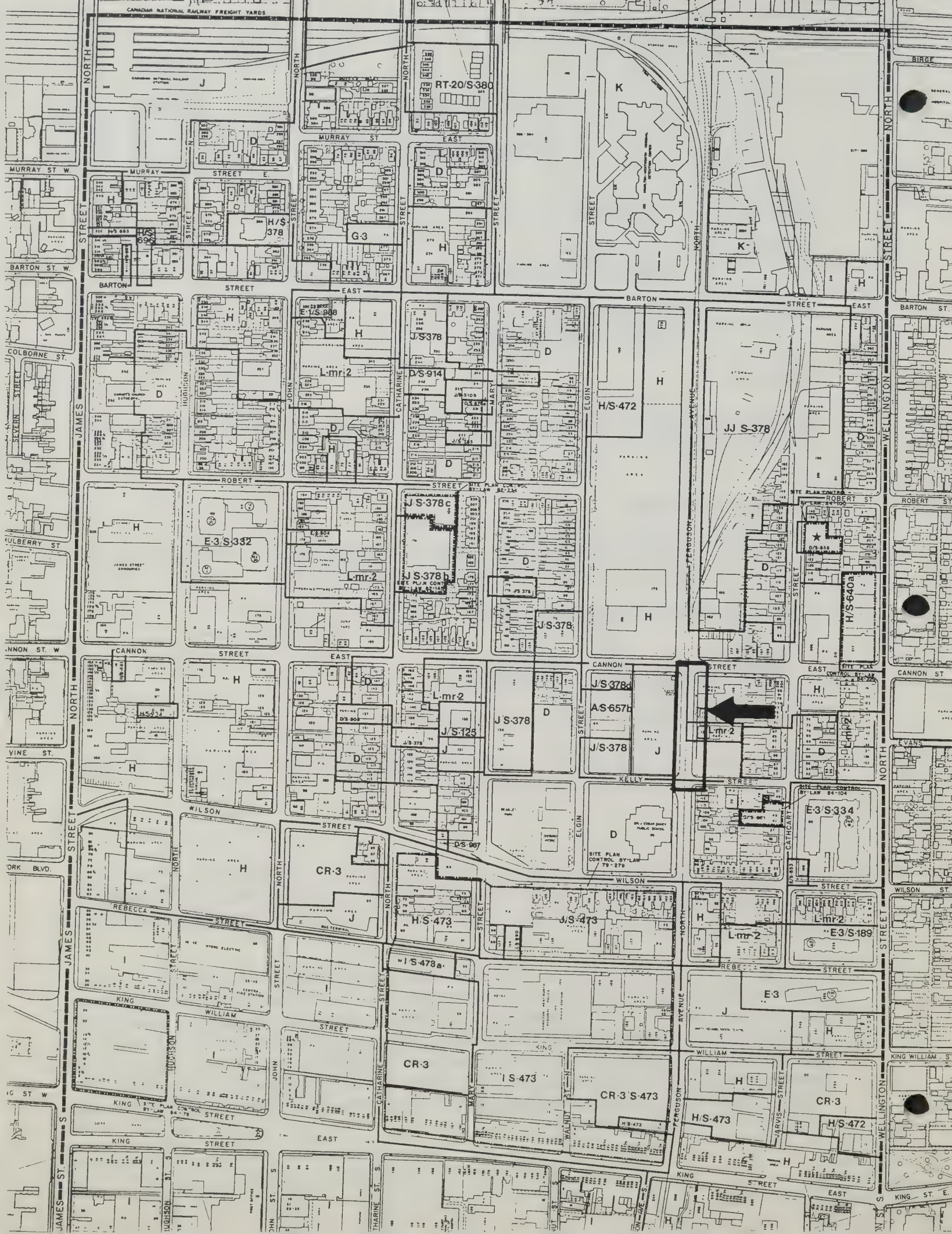
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Allan Pearson, President of Downtown Honda, 188 Cannon Street East, that the existing "No Parking" regulation on the east side of Ferguson between Cannon and Kelly be removed to provide some on-street parking for their customers.

Ferguson has a 44 foot pavement width with railway tracks running north/south down the center of the road. Presently, parking is prohibited on both sides of Ferguson between Cannon and Kelly because railway standards require a six foot clearance between the railway tracks and a stationary object. However, a representative of C.N.R. has confirmed that the railway tracks are no longer in use, and that negotiations are currently taking place between the City and the C.N.R. to have the subject tracks removed. Therefore, the Traffic Department concurs with the request to remove the "No Parking" regulation on the east side of Ferguson in this block.


CANADIAN NATIONAL RAILWAY FREIGHT YARDS
MURRAY ST W.
MURRAY STREET E.
BARTON ST. W.
BARTON STREET EAST
COLBORNE ST.
ROBERT STREET
MULBERRY ST.
CANNON ST. W
CANNON STREET EAST
VINE ST.
WILSON STREET
REBECCA STREET
KING WILLIAM STREET
KING STREET EAST
JAMES STREET NORTH
JAMES ST. S.
WELLINGTON STREET NORTH
BIRGE
EVANS
KELLY STREET
RT-20/S-380
G-3
H/S-378
H/S-696
E-1/S-988
J/S-378
D/S-914
H/S-472
JJ S-378
J/S-378c
J/S-378b
E-3/S-332
L-mr-2
J/S-378
A/S-657b
J/S-125
H/S-640a
E-3/S-334
D/S-967
CR-3
H/S-473
J/S-473
I/S-478a
E-3/S-189
E-3
I/S-473
CR-3/S-473
CR-3
H/S-473
H/S-472
SITE PLAN CONTROL BY-LAW 84-104
SITE PLAN CONTROL BY-LAW 79-279

5d.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 December 20

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

MacNab Street North between Mulberry Street and Cannon Street - Parking Regulations. [TEC-310-90]

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the east side of MacNab Street North between Mulberry Street and Cannon Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

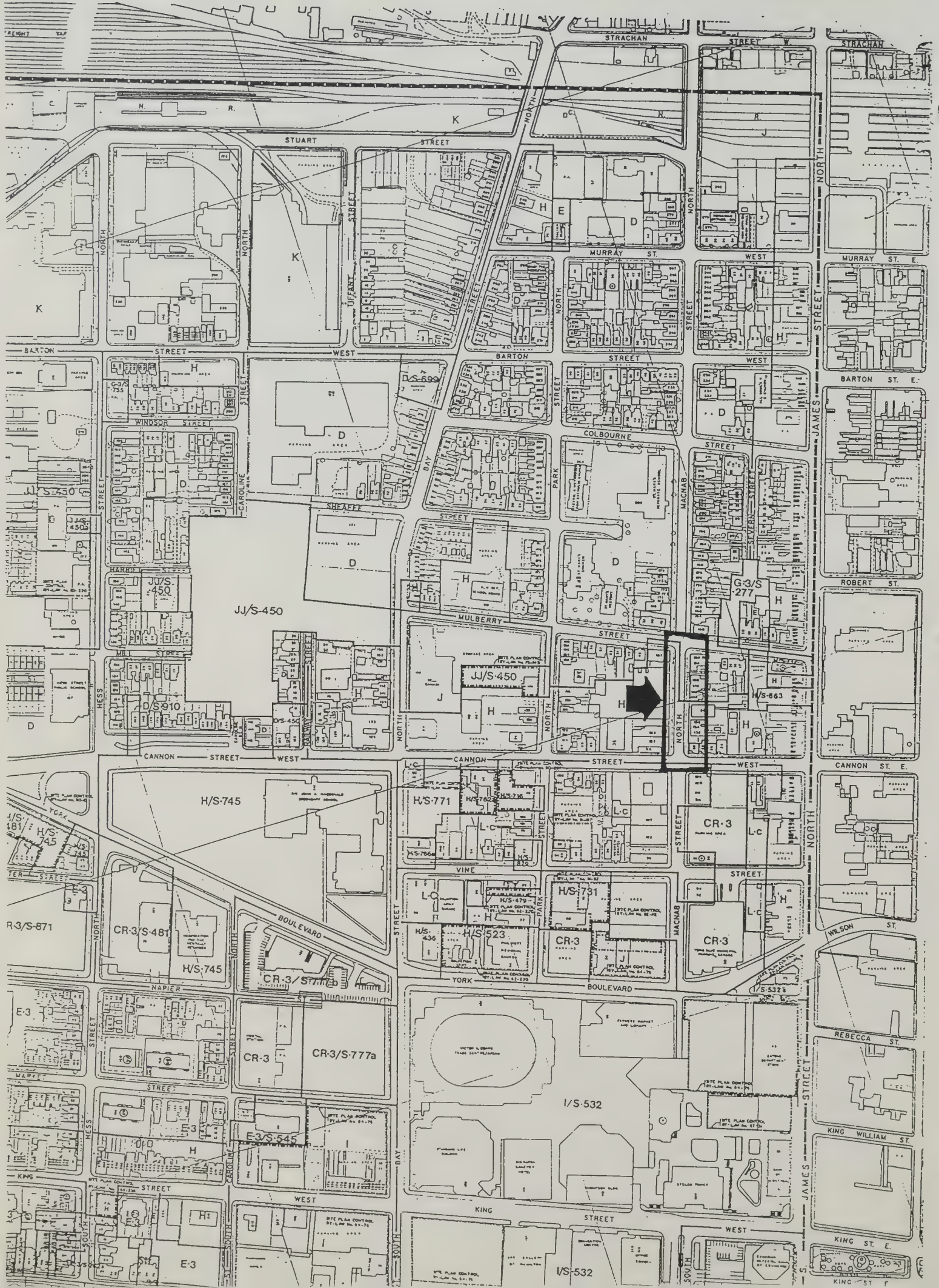
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 per year charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 10 of the 13 one, two and three family dwellings abutting MacNab between Mulberry and Cannon, requesting that a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the east side of the street in this block. All ten residents who signed the petition are in favour of the requested regulation.

MacNab has a 28 foot pavement width, and presently, parking is prohibited on the west side and there is unrestricted free parking on the east side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of area businesses. The implementation of the requested regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a charge of $24.00 (plus $1.68 G.S.T.) per year per permit to exempt their vehicles from the signed time limit. Therefore, since 77% of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


STRACHAN
STUART
STREET
MURRAY ST.
BARTON
STREET
WEST
JAMES
NORTH
BARTON ST. E.
COLBOURNE
STREET
ROBERT ST.
MULBERRY
STREET
CANNON
STREET
WEST
CANNON ST. E.
VINE
STREET
WILSON ST.
YORK
BOULEVARD
NAPIER
REBECCA ST.
KING WILLIAM ST.
KING
STREET
WEST
KING ST. E.
SOUTH
JJ/S-450
H/S-745
H/S-771
H/S-731
H/S-523
H/S-436
H/S-663
CR-3
CR-3/S-481
CR-3/S-777a
E-3
E-3/S-545
I/S-532
D/S-699
D/S-910
G-3/S-277
L-C
HESS
DAY
PARK
MACNAB
SEVERN
CAROLINE
WINDSOR
SHEAFFE
HARRIS
MILL
RAILWAY

6a.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 31

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 230 Ivon Avenue - Request for a Reserved Permit Parking Space for a Handicapped Resident. [TEC-20-91]

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Ivon Avenue commencing at a point 214 feet south of Melvin Avenue and extending to a point 19 feet southerly therefrom; and

b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mr. Walter Polomock, 230 Ivon Avenue; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

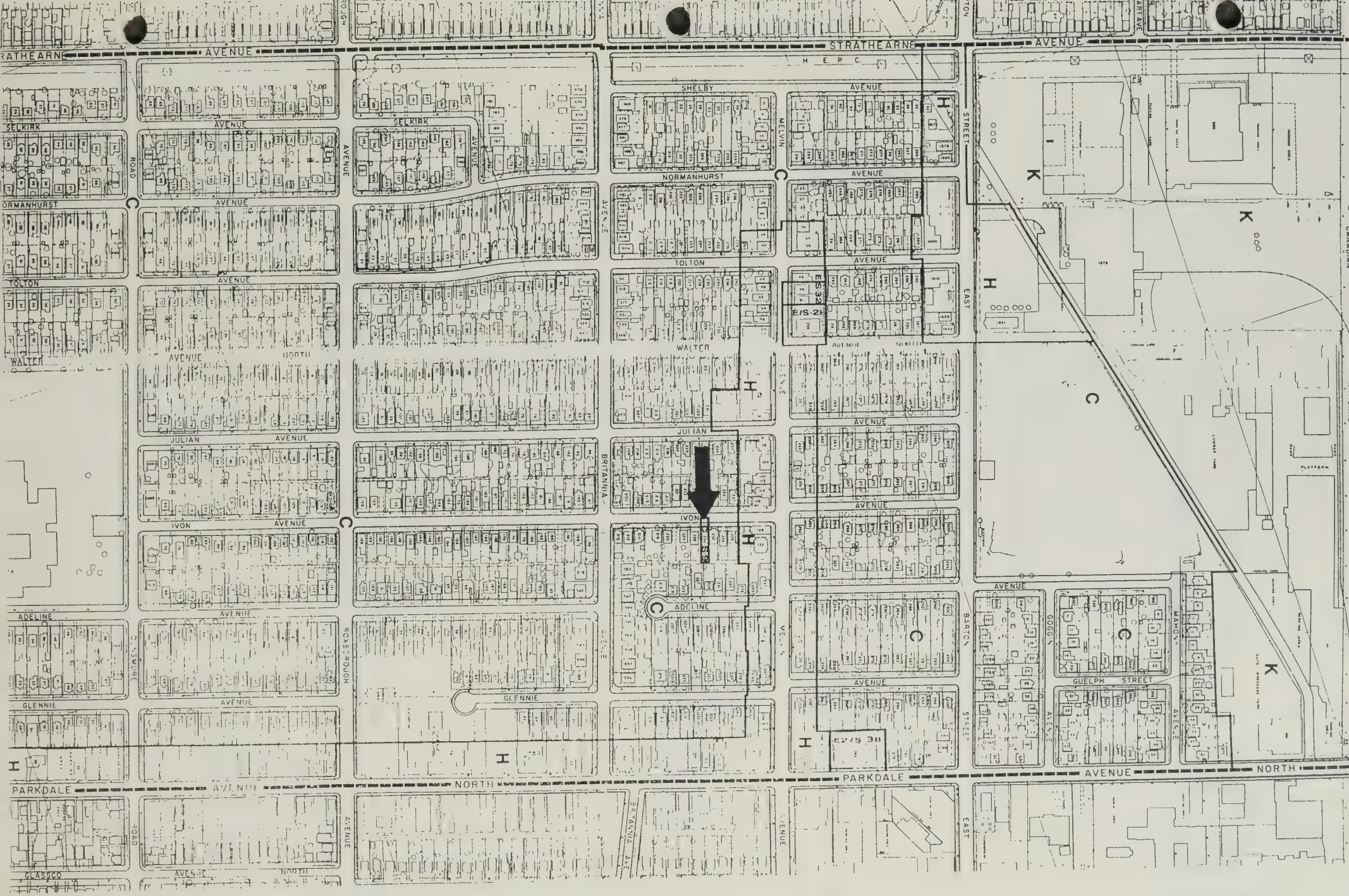
Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 per year charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from a Mr. Walter Polomock, 230 Ivon Avenue, that a reserved "Permit Parking" space be designated on the street in front of his home since he is handicapped.

Ivon has a 28 foot pavement width, and presently, parking is prohibited on the west side and there is unrestricted free parking on the east side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of handicapped residents' homes. One requirement is that the applicant must possess a valid handicapped permit issued by the Ministry of Transportation. Mr. Polomock possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.


STRATHEARNE AVENUE
H E P C
SHELBY AVENUE
NORMANHURST AVENUE
TOLTON AVENUE
WALTER AVENUE
JULIAN AVENUE
IVON AVENUE
ADELINE AVENUE
GLENNIE AVENUE
PARKDALE AVENUE NORTH
SELKIRK AVENUE
MELVIN AVENUE
BRITANNIA AVENUE
EAST STREET
BARTON STREET
GUELPH STREET
E/S 32
E/S 2H
E/S 3B
K
H
C

6b.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 31

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

591 Mary Street North - Request for a Reserved Permit Parking Space for a Handicapped Resident. [TEC-18-91]

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Mary Street North commencing at a point 73 feet south of Brock Street and extending to a point 22 feet southerly therefrom; and

b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mr. David Haime, 591 Mary Street North; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

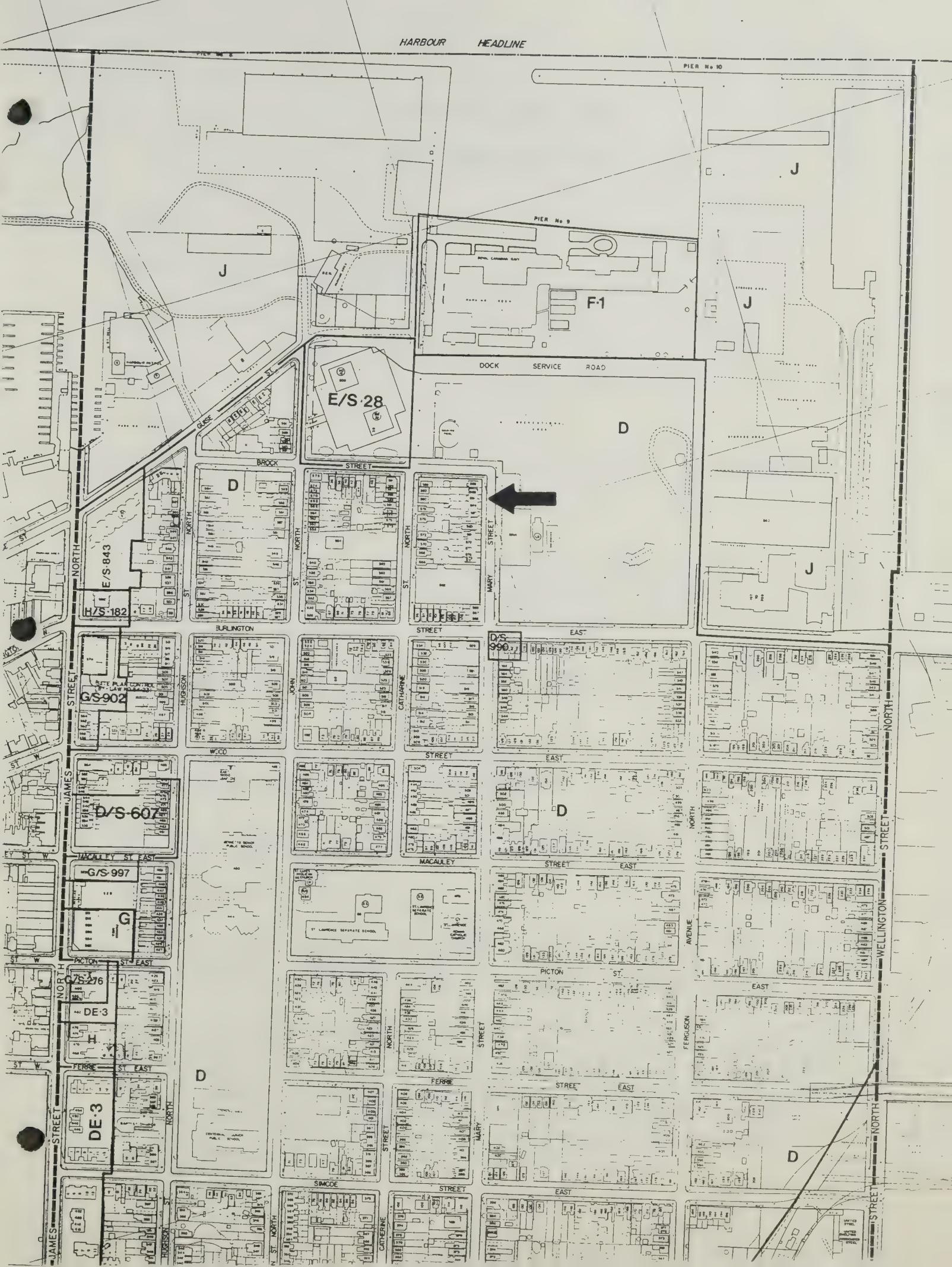
Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 per year charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from the resident at No. 591 Mary Street North, that a reserved "Permit Parking" space be designated on the west side of the street in front of his home since he is handicapped.

Mary has a 30 foot pavement width, and presently, parking is prohibited on the east side and there is unrestricted free parking on the west side of the street in this area.

The City Council on 1987 December 08, approved a policy to allow for the implementation of reserved "Permit Parking" spaces in front of handicapped residents' homes. One requirement is that the applicant must possess a valid handicapped permit issued by the Ministry of Transportation. Mr. Haime does possess a valid permit. Also, there is no off-street parking space available on the private property. Therefore, the Traffic Department concurs with the request.


HARBOUR HEADLINE
PIER No 10
PIER No 9
J
F-1
DOCK SERVICE ROAD
E/S-28
D
E/S-843
H/S-182
G/S-902
D/S-990
D/S-607
G/S-997
G
DE-3
H
BROCK STREET
BURLINGTON STREET
MACAULEY ST EAST
PICTON ST EAST
FERRIE ST EAST
SIMCOE STREET
NORTH STREET
JAMES NORTH
HUGHSON ST NORTH
JOHN STREET
CATHARINE STREET
MARY STREET
WELLINGTON AVENUE
FERGUSON AVENUE
EAST
W.C.O.
ST LAWRENCE SEPARATE SCHOOL

7.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 31

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 287 East 22nd Street - Request for a Wheelchair Loading Zone. [TEC-19-91]

RECOMMENDATION:

a) That a "No Stopping, Wheelchair Loading Only, 10:00 a.m. to 6:30 p.m., 7 days a week" regulation be implemented on the west side of East 22nd Street commencing at a point 321 feet south of Fennell Avenue and extending to a point 25 feet southerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

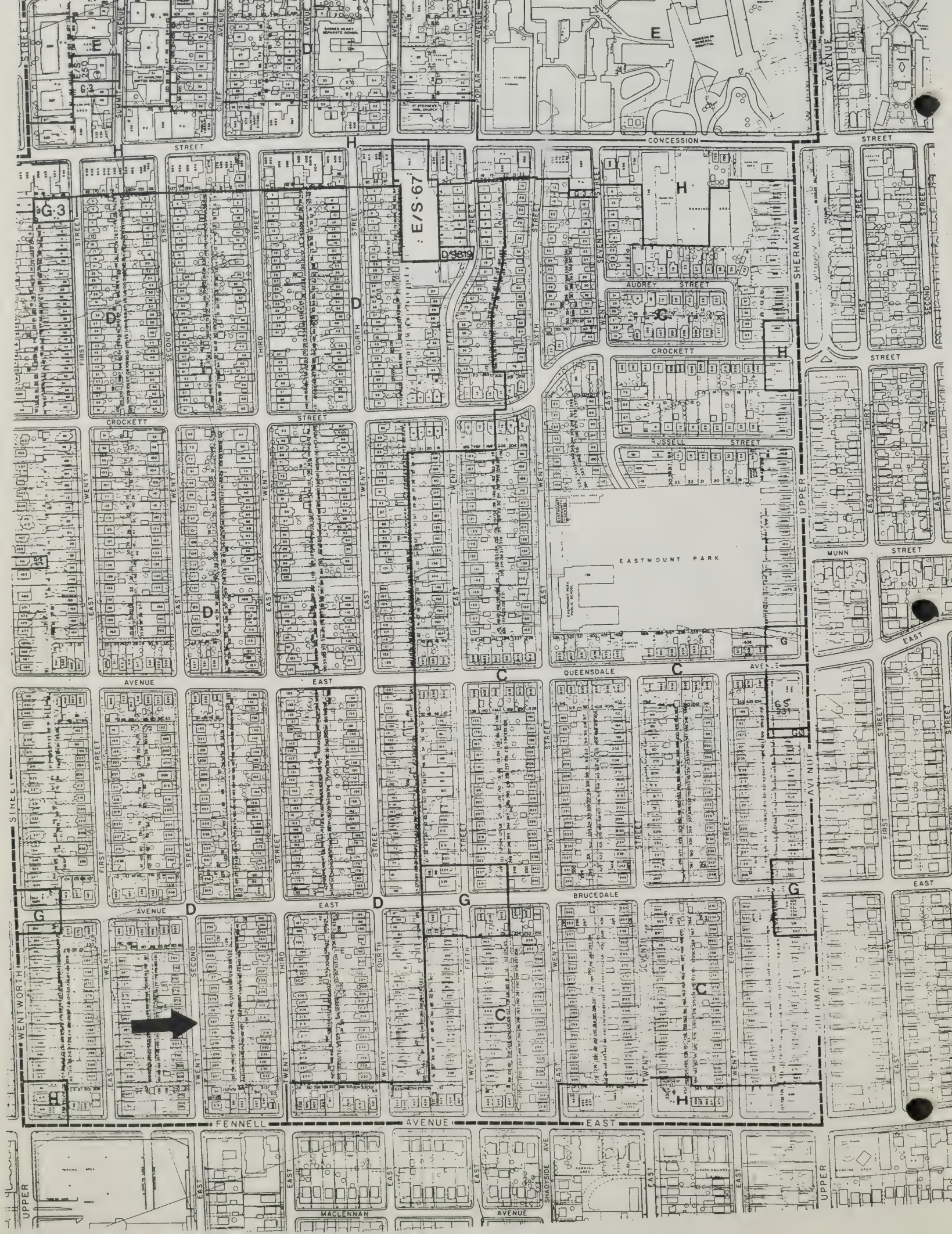
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Jim Kane, 287 East 22nd Street, that a wheelchair loading zone be implemented on the west side of the street in front of his home to allow loading and unloading by Darts buses, since he is handicapped.

East 22nd has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. The implementation of the requested regulation would result in a loss of only one legal on-street parking space directly in front of the applicant's property and the applicant has agreed to limit the hours of the regulation such that the space would be available for parking before 10:00 a.m. and after 6:30 p.m. Therefore, the Traffic Department would not anticipate any parking difficulties resulting for other area residents and concurs with the request.


CONCESSION STREET
E/S-67
D/381
EASTMOUNT PARK
QUEENSDALE AVENUE EAST
BRUCEDALE AVENUE EAST
FENNELL AVENUE EAST
CROCKETT STREET
AUDREY STREET
RUSSELL STREET
MUNN STREET
SHERMAN AVENUE
UPPER WENTWORTH STREET
MACLENNAN AVENUE
SHADYSIDE AVE

8.

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: February 6, 1991
DEPT FILE: T103-14
COMM FILE:

SUBJECT

Annual Overload Permit
Stelco Steel

RECOMMENDATION

a) That in accordance with By-Law 89-72, Stelco Steel be granted an Annual Overload Permit for the year 1991 for fifteen (15) tractor trailers for a total fee of $5,715; and,

b) That 20% or $1,143 be credited to City Account No. 2582701l (Overload Permit Fees), and that 80% or $4,572 be credited to Regional Account No. 46025-301300.

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

Fifteen (15) vehicles carrying 3.0 tonnes overload at the 1991 overload rate ($127/tonne) results in a total fee of $5,715, of which 20% or $1,143 relates to City streets, and 80% or $4,572 relates to Regional roads.

Cont'd .....

Annual Overload Permit
Stelco Steel

Cont'd .....

BACKGROUND

A request has been received from Stelco Steel for an Annual Overload Permit for fifteen (15) tractor trailer units to haul steel products between Stelco facilities on Industrial Drive/Burlington Street and the Hamilton Harbour docks. The streets involved are Burlington Street, Industrial Drive, Wilcox Street, Strathearne Avenue, Parkdale Avenue and Windermere Road.

The characteristics of the vehicles have been reviewed, and in accordance with By-Law 89-72 and the related current regulations of the Highway Traffic Act, the overloads and the related permit fee will be as follows:

Fifteen (15) vehicles x 3 tonnes overload at $127 per tonne

= $5,715

LR:cad

cc: R. Pietroniro, Regional Finance Dept.
cc: R. Hayes, City Treasury Dept.

9.

FOR ACTION

REPORT TO: T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: Feb. 7, 1991
COMM FILE:
DEPT FILE: S610-03

SUBJECT

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION

a) That the following City lands be incorporated into the various streets as noted in Schedule 'A'.

b) That the By-Law attached to this report to carry out the incorporation of the said land into the foregoing streets be enacted by Council.

c) That the Commissioner of Engineering be authorized and directed to register the by-law.

fo. E. M. Gill, P. Eng.
Acting Commissioner of Engineering

FINANCIAL CONSIDERATIONS

N/A

Cont'd ....

Cont'd ....

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated in Schedule 'A', appended hereto.

pp KML:ljm
Encl.

cc: Mr. K. E. Avery, City Clerk
Att: R. Morrison (encl.)
cc: Mr. F. Angelici, Planning Department

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Walnut Street	Part of Lot 2, R.P. No. 36, designated as Part 5, Plan 62R-10833	N/A	To provide daylighting and turning triangle from Walnut Street to King William Street	S610-03

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO INCORPORATE PART 5, PLAN 62R-10833 INTO WALNUT STREET

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Walnut Street by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Walnut Street.

Part of Lot 2, Registered Plan number 36, designated as Part 5, Plan 62R-10833

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1991.

City Clerk Mayor

10.

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: February 5, 1991
DEPT FILE:
COMM FILE:
DEPT FILE: 800-91

SUBJECT

1991 Road and Sidewalk
Capital Reconstruction Program

RECOMMENDATION

a) That the following 1991 Road and Sidewalk Capital Reconstruction Program in the amount of $9,400,000 be approved:

1) Reconstruction of Roads and Abutting Sidewalks

Balmoral Avenue	-Main to King
Binkley Road	-Main to Sanders
Crosthwaite Avenue	-Main to Monterey
East 21st Street	-Queensdale to Fennell
Haddon Avenue	-Main to Sterling
Ivon Avenue	-Barton to Dunsmure
Lower Horning Road	-Ofield to Harold
Normanhurst Avenue	-Britannia to Dunsmure
Ofield Road	-Main to Ramsey (east leg)
Rosewood Road	-Main to Queenston
Sanatorium Road	-Rice to Garth
Tuxedo Avenue	-Main to Roxborough
Upper Kenilworth	-Broker to Mohawk

2) Reshape Surface Treated Road and Reconstruct Sidewalks

MacLennan Avenue	-Upper Wentworth to East 23rd

Cont'd...

1991 Road and Sidewalk
Capital Reconstruction Program

Cont'd...

3) Resurfacing of City Roads

Lesterwood Street	-Lawnhurst to Ling
Magnolia Drive	-Mohawk to Appleford
Mountain Crest	-Garth to West Limit
Pleasant Avenue	-Mountain Cr. to Denlow
Queen Victoria Drive	-Quaker (north leg) north east to Quaker (south leg)
Westcliffe Avenue	-Pleasant to Garth
Westminster Avenue	-Denlow to Mountain Cr.

4) Reconstruction of sidewalks proposed to be undertaken by the City along sections of Regional Roads that will be rehabilitated in 1991 through the Regional Road Reconstruction Program:

Main Street East	-James to Wentworth
Main Street East	-Wentworth to the Delta
Main Street East	-Tuxedo to Queenston Traffic Circle
Queenston Road	-Queenston Circle to Reid
Scenic Drive	-Denlow westerly to Parapet
Upper Paradise	-Scenic to Sanatorium
Main Street West	-Gary to Highway 403

5) Reconstruction of Sidewalks Along City Roads

Maple Avenue	-Ottawa to King
Montrose Avenue	-Cochrane to Charlotte

b) That should funds become available following the awarding of all tenders for the 1991 Road and Sidewalk Reconstruction Programme, a Supplementary Reconstruction Programme not be undertaken, but rather any savings be transferred to the City of Hamilton's 1991 Capital General Contingency Fund;

Cont'd...

1991 Road and Sidewalk
Capital Reconstruction Program

Cont'd...

c) That the Commissioner of Engineering be authorized to undertake the works on behalf of the City of Hamilton once all necessary approvals have been received.

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

In order to fund the 1991 Reconstruction Programme at the $9,400,000 estimate, the City of Hamilton's 1991 Capital General Contingency Fund was reduced by $1,500,000. Rather than undertake a Supplementary Programme in 1991, any funds which become available should be transferred back to the Contingency Fund.

BACKGROUND:

The 1991-1995 Capital Budget, which was approved by City Council on January 29, 1991, makes a provision in the amount of $9,400,000 for the reconstruction of roads and sidewalks in the City of Hamilton for 1991.

A draft of the 1991 Reconstruction Programme was presented to your Committee on November 19, 1990. Three roadways included in the Reconstruction Programme were proposed for widening from 7.3 metres to 8.5 metres. They were Balmoral Avenue, Binkley Road and Rodgers Road. However, upon advertising as per Section 301 of the Municipal Act, concerns from residents of Binkley Road and Rodgers Road were received. As a result, only the widening of Balmoral Avenue between Main Street East and King Street East will proceed with all widening occurring on the west side of the roadway. Rodgers Road was proposed under the Supplementary Programme.

Cont'd...

1991 Road and Sidewalk
Capital Reconstruction Program

Cont'd...

In order to proceed with construction at the $9,400,00 budget, $1,500,000 was provided from the 1991 City of Hamilton $2,000,000 Capital General Contingency Fund. In past years a Supplementary Programme was prepared which included projects that would be undertaken in the event funds became available as a result of receiving bids lower than the estimated cost. Should funds become available in 1991 they should be allocated to the Contingency Fund rather than a Supplementary Programme. City Council on January 29, 1991 requested your Committee to endorse this change.

Based on the above consideration, the 1991 proposed Capital Reconstruction Programme was compiled as indicated in the recommendations.

Also included for the Committee's review and comments is a draft of the 1992-1995 Reconstruction Programme.

LR:bm

cc: K. E. Avery, City Clerk
E. C. Matthews, City Treasurer
P. Noe Johnson, City Solicitor
J. D. Thompson, Secretary Finance and Administration Committee

1992 PRELIMINARY CAPITAL RECONSTRUCTION

91 02 05

Beaucourt Road	Mericourt - Lower Horning (S)
Beaucourt Place	Lower Horning - East End
Cline	Paul-Southend (S)
Cottrill St.	Main - Sanders
Crestwood Drive	David - David (W)
Dalewood Avenue	Westwood - Haddon (S)
David Avenue	Fennell - Duncombe (W)
Duncombe Drive	E 16th - Holt
East 16th St.	Fennell - Howe (W)
East 35th St.	Concession - Crockett
East 36th St.	Crockett - Brucedale
Gary Avenue	Dalewood - Westwood (S)
Inchbury St.	York Boulevard - Florence (S)
MacNab Street	Bold - Hurst (W)
MacNab St.	Mulberry to Stuart (W, S)
Macaulay Street	John - Wellington (W)
Malta Drive	Montrose - Dunkirk
Mericourt Rd.	L. Horning - Purvis (W, S)
Munn St.	Upper Sherman - E36th
Nottingham Avenue	Tenth - Winchester
Rebecca Street	John - Wellington (W, S)
Rennie Street	Parkdale - Waterloo (W)
Sanders Boulevard	West Park - Norfolk (W)
Warren Avenue	South Bend - Fennell (W)
Whitney Ave.	Hydro Line - Main (S)

Wood Street James Street - Bay (W, S)

Additional Projects - sidewalk reconstruction on City and Regional Roads
- resurfacing of City Roads

(W) - Involves Watermain Works
(S) - Involves Sewer Works

1993 PRELIMINARY CAPITAL RECONSTRUCTION

91 02 05

Aintree Court	Dunkirk - South End
Arlington Road	Glendee - Lawrence
Beddoe Drive	Studholme - South End (W)
Bevan Court	Dunkirk - South End
Bingham Road	Hayes - Glengrove
Binkley Crescent	Sanders - Sanders (W)
Bromley Road	Seven Oaks - Holt (W)
Burris Street	King - Main
Carling Street	Macklin - Paradise (W)
Castlefield Drive	#39 - West End (W)
Delevan Crescent	Seven Oaks - Seven Oaks (W)
Dunsmure	Strathearne - Parkdale (W)
East 22nd	Queensdale - Fennell
East 25th	Concession - Queensdale
East 38th	Concession - Queensdale
Eastbourne Avenue	Main - Deleware
Eastvale Place	Armstrong - Armstrong
Edith Avenue	Broker - Nova (W)
Ellsworth Drive	Edith - Mountain Brow
Gerrard Street	Sherman - Birch (W)
Glendee Road	Glendee Court - Glenholme
Glengrove Avenue	Reid - Armstrong (W)
Glenholme Avenue	King - South End
Greenwood Street	#21 - South End (W)
Haddon Avenue	Westwood - Stroud (S)
Harold Street	Mericourt - Lower Horning
Hillside Avenue	Glendee Road - Lawrence

Hurst Place	MacNab - Park
King's Forest Drive	Broker - Nova (W)
Leeds Street	Burlington - South End
Market Street	Caroline - Bay (W, S)
Mayflower Avenue	Glendale - Gage
Nova Drive	Edith - Mountain Brow
Ratcliffe Court	Dunkirk - South End
Sheridan Avenue	East 16th - Holt (W, S)
Thelma Avenue	East 45th - Fernwood
Thorndale Crescent	Sanders - Sanders (W)
Wesanford Place	Caroline - East End (W)
West Park Avenue	Main - North End (W)
Westwood Avenue	Stroud - Haddon

Additional Projects - sidewalk reconstruction on City and Regional Roads
- resurfacing of City Roads

(W) - Involves Watermain Works
(S) - Involves Sewer Works

1994 PRELIMINARY CAPITAL RECONSTRUCTION

91 02 05

Albermarle Street	Gertrude - South End
Beechwood Avenue	Sherman - Lottridge (W)
Burfield Avenue	Brentwood - Kingslea (W)
Burkholder Drive	E25th - Upper Sherman (W)
Clarendon Avenue	Fennell - South Bend (W)
Cumberland Avenue	Gage - Wentworth
Dundurn Street South	Aberdeen - South End (W)
East 16th	South Bend - Mohawk (W)
East 18th	Concession - Fennell
East 21st	MacLennan - Franklin (S)
East 32nd	Fennell - Macassa
East 32nd	Munn - Crockett
East 41st	Queensdale - Sunninghill
East Bend	King - Main (W)
Elizabeth Crescent	Mericourt - Mericourt (W)
Emerson Street	Main - Holmes (W)
Fairleigh Avenue South	Deleware - South End (W)
Fernwood Crescent	#46 to Ninth Avenue, #176 to Tenth Avenue
Franklin Street	Parkview - Paradise (W)
Glencairn Avenue	Lucerne - King
Glow Avenue	Dunn - Woodward (W)
Grandfield Street	Brentwood - Kingslea (W)
Huntington Avenue	Brentwood - Kingslea (W)
Kenwood Crescent	Kingslea - West End (W)
King William Street	Catharine - Victoria (W, S)
Maple Avenue	Kenilworth - Weir
Melrose Avenue North	Barton - Beechwood (W)

Paling Avenue	Barton - North End (W)
Parkview Drive	Franklin - Norwood
Reid Avenue	Roxborough - Queenston (W)
Ruth Street	Clinton - Barton (W)
Summerhill Avenue	Lucerne - King

Additional Projects - sidewalk reconstruction on City and Regional Roads
- resurfacing of City roads

(W) - Involves Watermain Works
(S) - Involves Sewer Works

1995 PRELIMINARY CAPITAL RECONSTRUCTION

90 02 05

Balmoral Avenue	King - Justine (W)
Bendamere Avenue	Garth - Columbia
Carwyn Crescent	Purvis - Yates (W)
Cathcart Street	Cannon - Rebecca
Charles Street	Bold - Hurst (S)
Columbia Drive	Bendamere - North of Delmar
Craigroyston Road	King - Queenston
East 15th Street	Queensdale - Brucedale & Inchlee - Howe (W)
East 17th Street	Fennell - Vickers (S)
East 23rd Street	#373 - Fennell (W)
East 24th Street	#319 - Fennell (W)
East 36th Street	Fennell - Mohawk (W)
East 42nd Street	Seventh - Mohawk (W)
East 44th Street	Queensdale - Fennell (W)
Eaton Place	Bingham - Bingham
Elgin Street	Wilson - Cannon (S)
Endfield Avenue	Brentwood - Kingslea
Fairview Avenue	Cannon - King
Fay Avenue	Broker - Organ
Ferrara Street	Wise - Wise (W)
Gertrude	Gage - Depew (S)
Grovsenor Avenue	Barton - Cannon
Howe Avenue	Upper Wellington - East 18th
Ipswich Road	Lawrence - South End
Jellicoe Court	Vickers - South End
Keen Court	Organ - West End
Leslie Avenue	West 23rd - West 35th (W)

Lower Horning	Harold - Yates (W)
McElroy Road	Upper James - Upper Wellington (W)
Organ Crescent	Fennell - Upper Kenilworth
Pemberton Avenue	Upper Gage - to East 42nd
Selkirk Avenue	Main - Normanhurst (W)
Somerset Avenue	Sherman - Barnsdale
St. Clair Avenue	Dunsmure - Main (W)
Wise Crescent	Grenadier - Grenadier (W)
Woodbridge Road	King - South End
Yates Drive	Purvis - South End (W)

Additional Projects - sidewalk reconstruction on City and Regional Roads
- resurfacing of City roads

(W) - Involves Watermain Works
(S) - Involves Sewer Works

11.

FOR ACTION

REPORT TO: T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P. ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: February 4, 1991
COMM FILE: 3.11-7
DEPT FILE: T103-37

SUBJECT:

Banner Display Application
Monday April 18, 1991 to Monday April 22, 1991

RECOMMENDATION:

That the Canadian Ski Patrol (Western Zone) be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday April 18, 1991 to Monday April 22, 1991, with the following message:

Canadian Ski Patrol 50th Anniversary
Safety - Service
Patrouille Canadienne De Ski Anniversaire
Securite - Service

for E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS:

If the application is approved, an installation fee of $215.00, plus 7% G.S.T. payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND:

We have received an application from the Canadian Ski Patrol (Western Zone), requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986, and January 13, 1987, will apply to this application. This application is being presented to your Committee because the Canadian Ski Patrol Organization has never erected a banner before, and Council direction is that new applicants be reviewed by Council the first time through the process.

JKC:ja

cc: H. Reinhold, Public Works Department

12.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: February 12, 1991

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Mrs. S. Reeder, Acting Secretary
Transport and Environment Committee

SUBJECT: Transportation Association of Canada Conference - 1991
May 12-14 - Niagara-on-the Lake, Ontario

RECOMMENDATION:

(a) That the Chairman or his designate be authorized to attend the Transportation Association of Canada Conference to take place on 1991 May 12-14 in Niagara-on-the Lake, Ontario.

(b) That costs for attendance be allocated to Aldermen travel Account No. CH55201-10010 from the 1991 Operating Budget.

Susan K. Reeder

FINANCIAL IMPLICATIONS:

Costs to be charged to Aldermen Travel Account No. CH55201-10010 from the 1991 Operating Budget.

BACKGROUND:

Conference outline as attached.

cc All Members of Council, Mr. K. Avery, City Clerk & T. Agnello, T & E Committee
FromMayor Morrow February 4, 1991

T.A.C. / A.T.C.

FEB 1 1991

A CALL TO ACTION / A CALL TO COURAGE
Confronting the Urban Mobility Problem

a unique symposium sponsored by
Transportation Association of Canada
May 12-14, 1991

January 28, 1991

His Worship Mayor Morrow
City of Hamilton
71 Main Street West
Hamilton, ON L8N 3T4

Dear Mr. Mayor:

On behalf of the Transportation Association of Canada I am pleased to invite you to a truly different symposium, designed to actively and courageously confront the mobility crisis in Canadian cities. The symposium will be held May 12-14, 1991 at the new Queen's Landing Inn, Niagara-on-the-Lake, Ontario.

Congestion in our cities has become a chronic problem, to the point where "urban mobility" is a contradiction in terms. The problem has enormous business and personal implications. I am convinced that if we bring together the right people with the right skills, knowledge and determination we can find ways to get people and goods moving efficiently again in our cities.

You are a vital part of this exciting process. Like you, I have participated in many well-intended conferences. Often, by the time we have each declared our version of the problem and have sat through the obligatory panel discussion, the meeting is over and the world remains unchanged.

We want to break that pattern. This symposium is designed to unite us toward courageous and innovative <u>action</u>. It will be a very involving process guided by Ian Percy, an internationally known organizational consultant and symposium facilitator. Ian has a unique ability to blend sound theory, street-wise experience and unending humor in helping people change their world.

...2

Transportation Association of Canada
2323 St. Laurent Blvd., Ottawa, Canada K1G 4K6
Tel. (613) 521-4052
FAX (613) 521-6542

(formerly Roads and Transportation Association of Canada)

Association des transports du Canada
2323, boul. St-Laurent, Ottawa, Canada K1G 4K6
Tél. (613) 521-4052
Télécopieur (613) 521-6542

(anciennement l'Association des routes et transports du Canada)

Participation is by invitation only, and is limited to 130 senior-level policy and decision-makers from across Canada. I would be most pleased to receive your acceptance and registration. Kindly return the enclosed registration form before March 4, 1991. For further details contact John Hartman at the T.A.C. office (613) 521-4052.

I look forward to seeing you at this important event.

Sincerely,

Mike Sheflin

Transportation Commissioner
Regional Municipality of Ottawa-Carleton
Director, Transportation Association of Canada
Chairman, Urban Mobility Symposium Organizing Committee

PROGRAM INFORMATION

A Call to Action/A Call to Courage
Confronting the Urban Mobility Problem

SPONSOR

The Transportation Association of Canada (T.A.C.)

TIME

5:00 p.m. Sunday, May 12 through 3:00 p.m. Tuesday, May 14, 1991

LOCATION

The Queen's Landing, a newly-built Inn and conference facility located in Niagara-on-the-Lake, Ontario, 90 minutes' drive from Toronto.

THE DELEGATES

The symposium will bring together 130 senior level decision and policy makers whose actions impact on transportation in large Canadian urban areas. Elected representatives, transportation and economic professionals, transport suppliers and users, urban planners and developers, business people, environmentalists and others will be there.

THE PROCESS

The symposium will follow a different and exciting process, led by Ian Percy, an internationally known organizational consultant and facilitator. There will be no detailed agenda, no formal presentations and no panel discussions. Instead, 130 intelligent and experienced participants will each bring a piece of what the urban mobility problem is all about, what has caused it and what can be done about it. The challenge is to get all 130 pieces on the table so that everyone can see the total picture in a new and exciting way. The process will test courage, openness and commitment to change.

While the specific focus and pace of the symposium will be determined by the participants, the overall flow will be:

a) What is the real mobility problem in our cities?

b) What forces have created that problem?

c) What innovative and actionable solutions are there?

d) What are the economical, political, sociological and design barriers to concrete action and how do we overcome them?

e) What are the rewards for success?

f) Who is going to do what and when?

The best preparation is to come with an open and inquiring mind and a determination to change the world. All delegates should plan to be fully involved for the entire time. Because of its unique approach, this is not the kind of meeting where one can slip in and out.

COSTS

The symposium registration fee of $395* and the hotel fee of $322* include: accommodation for two nights, all meals and coffee breaks, attendance at all symposium events, a summary of results and a follow-up report. There are no additional costs on-site except for incidental hotel services. A package arrangement has been made with the hotel. All delegates are required to register with the Queen's Landing for the nights of May 12 and 13, 1991.

Delegates are responsible for transportation to and from the site. Rental car or limousine pooling between Pearson International airport and the Queen's Landing is encouraged. In March, 1991 delegates will receive a list of others from their local area so that group arrangements can be made.

*plus 7% GST

HOSTS

Dinner on Sunday, May 12th will be hosted by the Municipality of Metropolitan Toronto.

Dinner on Monday, May 13th will be hosted by the Ontario Ministry of Transportation.

REGISTRATION

Attendance is limited to 130 delegates by invitation only.
DEADLINE FOR REGISTRATION IS MARCH 4, 1991.

FOR FURTHER INFORMATION CONTACT:

John Hartman
Urban Mobility Symposium
c/o T.A.C.
2323 St. Laurent Blvd.
Ottawa, Ontario K1G 4K6

PHONE: (613)521-4052 FAX: (613)521-6542

SYMPOSIUM ORGANIZING COMMITTEE

Mike Sheflin (Chairman)
Transportation Commissioner
Regional Municipality of Ottawa-Carleton

Daniel Hargreaves
Chef de la Division des études environmentales Est
Ministère des Transport du Québec

Pat Jacobsen
Deputy Minister
Ontario Ministry of Transportation

Jim Knight
Executive Director
Federation of Canadian Municipalities

Michael McNeil
President
Canadian Automobile Association

Ian Oliver
Executive Director
Highway Operations & Maintenance
Ontario Ministry of Transportation

Tom Smith
Managing Director
GO Transit

T.A.C. SPONSORED
URBAN MOBILITY SYMPOSIUM

Queen's Landing Hotel
Niagara-on-the-Lake, Ontario

May 12-14, 1991

SYMPOSIUM REGISTRATION AND HOTEL RESERVATION FORM

Please type or print clearly.

Surname _____ Given Name _____

Name to appear on badge (no initials please) _____

Title _____

Organization _____

Address _____

City _____

Province _____ Postal Code _____

Telephone _____ Fax _____

Check one

☐ **I will attend the Urban Mobility Symposium on May 12-14, 1991**

☐ **I am not able to attend the Urban Mobility Symposium**

Please return **before March 4, 1991** to:

Transportation Association of Canada (T.A.C.)
2323 St. Laurent Blvd., Ottawa, Ontario K1G 4K6
Tel. (613) 521-4052 FAX (613) 521-6542

SYMPOSIUM REGISTRATION

($395.00 plus 7% GST = $422.65)
Note: the proposed Federal Goods and Services Tax (GST) is being charged, subject to legislative approval. T.A.C.'s GST registration number is R107900516.

Symposium registration fee may be paid by cheque or by credit card (Visa or Mastercard only). (Make cheque payable to: Transportation Association of Canada)

Name of Credit Card _____

Name of Card Holder _____

Credit Card Number _____ Expiry Date _____

HOTEL REGISTRATION

($322.00) (plus 7% GST to be charged upon checkout)

A package arrangement has been negotiated with the Queen's Landing. **All delegates are required to register with the hotel for the nights of May 12 and 13, 1991.** The fee of $322.00 plus 7% GST includes two nights' accommodation (single occupancy) plus all meals and coffee breaks. Hotel check-in will be on the afternoon of Sunday, May 12, with check-out on Tuesday, May 14 (before start of morning meetings).

Your reservations for two nights' accommodation must be guaranteed by credit card (Visa, Mastercard or American Express).

Name of Credit Card _____

Name of Card Holder _____

Credit Card Number _____ Expiry Date _____

We regret that due to hotel guarantees and other commitments, no Symposium Registration or Hotel Reservation refunds can be given after March 12, 1991. T.A.C. secretariat must receive refund requests in writing by that date.

Signature _____ Date _____

13.

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO: Alderman V. J. Agro

YOUR FILE:

FROM: Miss Tina Agnello, Secretary
Transport and Environment Committee

OUR FILE:
PHONE: 546-2729

SUBJECT: **FENCE REQUEST - 201 BAY STREET NORTH**

DATE: 1990 September 21

Please be advised that at the Transport and Environment Committee meeting of September 17, 1990, the Committee approved the following:

That Alderman Agro pursue the transfer of the property beyond the retaining wall at 201 Bay Street North to the City so that a fence can be erected on the property line as per Council's fence policy.

c.c. Mr. M. Watson, Manager
Real Estate Division

FOR ACTION

REPORT TO: Miss Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1990 August 14
COMM FILE:
DEPT FILE: (4504)

SUBJECT: **Fence request - 201 Bay Street North**

RECOMMENDATION:

That the request by Mr. Frank Vassallo of 201 Bay Street North for the City to erect a chain link fence through his rear property be denied.

D. W. Vyce

FINANCIAL IMPLICATIONS: *N/A*

BACKGROUND:

Alderman V. Agro requested this department to discuss the possibility of the City erecting a fence through the property owned by Mr. & Mrs. Frank Vassallo.

As indicated on the attached plan the City owns the abutting property to the north-west of 201 Bay Street North. The City does have a chain link fence on the boundary of our property.

Mr. Vassallo's property elevation drops down from Bay Street North at the point of his rear garden. Mr. Vassallo would like a chain link fence placed at the edge of his garden which would dissect his property leaving a "no mans land" between the fence and the City's property.

Firstly, in consulting with the legal department, the installation of this fence at this location does not come within the City's fence policy and secondly, if a fence was installed Mr. Vassallo would lose possession of the remaining lands to the City after a ten year period.

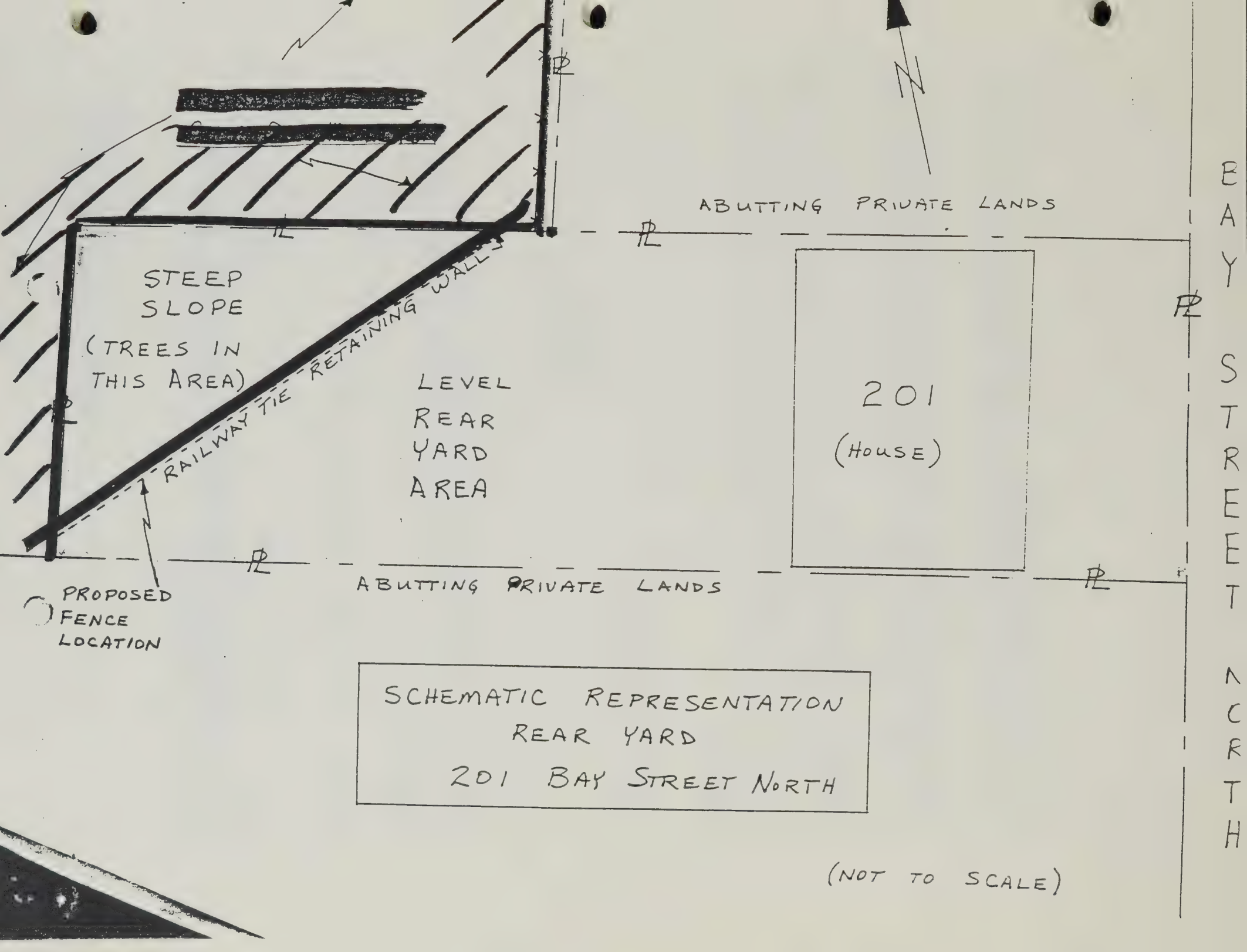
This matter was dealt with by the Transport & Environment Committee on October 14, 1986 and at that time the recommendation was to deny the request for the fence.

Attch.

c.c. Alderman V. Agro

Mrs. P. Noé Johnson, City Solicitor
Attention: Mr. L. Farr

Mr. J. G. Pavelka, P. Eng., Director of Public Works



SCHEMATIC REPRESENTATION
REAR YARD
201 BAY STREET NORTH

(NOT TO SCALE)

OFFICE OF THE CITY SOLICITOR

Memorandum

****

TO: Mr. D. W. Vyce
Director of Property
Attention: Mr. M Watson

FROM: Lorne E. Farr
Assistant City Solicitor

OUR FILE: 60-3/90.1

PHONE: 546-4685

RE: Fence at Rear of 210 Bay St. North

DATE: 8 August 1990

I have received your memo on the request by the owner of 210 Bay Street North to have the City share the cost of a new fence at this location. Your memo states the new fence, if built would not be on the actual boundary line, but would be ten feet from the boundary which is where the existing fence is located. From the diagram attached to your memo, I believe the existing fence is not encroaching on the City land, but encroaches 10 feet on the owner of 210 Bay Street North's land.

City Council on November 12, 1974 in adopting Item 8 of the Board of Control, established a fence policy. If the City occupies land abutting an existing fence and the fence has existed for 10 years or more the City will pay the one-half of the cost of new 4 foot chain fence. The City, however, will not pay for fences abutting ravines, road allowances or undeveloped lands, as this does not meet the definition the Board of Control used for "occupied land".

From your memo, it appears that the City land may be in a ravine. If the City land is ravine land then the City policy would indicate the City would not contribute for this fence. I suggest your Department view the area in question to determine whether the City land is a ravine. If your Department believes the City land is not ravine land or one of the other excepted types of land, then the City policy would allow the City to pay for one-half of the fence on the existing location if that fence had been there for 10 years or more.

.../2

Property Department
Real Estate Division
Date Aug 9/90

File No.	Inf.	Act
Director		
Manager		
Chief Appraiser		
Architect Div.		
Prop. Maint. Div.		
Secretary		

For your information there is a City By-law 79-175, on Division Fences. If a fence is a true boundary fence as defined in the By-law, each owner must contribute to the cost of the fence. The City, however, exempted from this By-law.

Lorne E. Farr
Assistant City Solicitor

LEF:bj

c.c. Mr. P. Hooker
Manager Legal Services

c.c. Alderman V. Agro
Ward 2

Ms. P. Medland
Urban/Municipal Collections
Hamilton Public Library

K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON

THE CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

TEL: 546-2700
FAX: 546-2095

URBAN/MUNICIPAL
CA4 ON HBLA05
C51T6 1991

1991 February 27

URBAN MUNIC
GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1991 March 04
9:30 o'clock a.m.
Room 233, City Hall

T. Agnello

Tina Agnello, Secretary
Transport and Environment Committee

AGENDA:

1. Approval of the minutes of the Transport and Environment Committee meeting held Monday, February 18, 1991

2. **CITY SOLICITOR**

   Local improvements of concrete sidewalks on the west side of Centennial Parkway between Delawana Drive and Barton Street.

3. **DIRECTOR OF PUBLIC WORKS**

   Industrial Roadside Beautification program - 239 Lottridge Street

4. **DIRECTOR OF TRAFFIC SERVICES**

(a) Intersection Control - Intersection of Columbia Drive and Marcus Avenue

(b) Taxi Stand on King Street east in front of the Royal Connaught Hotel

(c) Parking Regulations

(i) Royal Avenue between Leland Avenue and the west end

(ii) West side of Balsam Avenue between King Street and Cannon Street

(iii) North side of Colbourne Street between Park Street and MacNab Street

(iv) Request for a School Bus Loading Zone - west side of Lawson Street, north of Folkestone Avenue

(v) Addition of new bus stops - Upper Kenilworth route

5. **ACTING COMMISSIONER OF ENGINEERING**

(a) Incorporating certain City lands into various streets by By-law

(b) Proposed construction of an independent concrete sidewalk on the east side of Centennial Parkway between the City of Hamilton/City of Stoney Creek limits and Vineyard Road.

(c) 1991 Servicing expenditures related to subdivisions - Paradise Gate Estates

(d) Reconstruction of Poulette Street Pedestrian Overhead Bridge, Canadian Pacific Limited

(e) Annual Overload Permit - Barlin Carriers Inc.

(f) Temporary Street closure - 1991 June 7, 8 & 9 - Comunita Racalmutese Maria SS Del Monte Religious Festival

(g) Future Servicing Costs Agreement - Bar-Brock Estates, Phase 3

(h) Banner Display Application - 1991 June 17 - 24 - Ontario Games for the Physically Disabled

(i) Banner Display Application - 1992 March 16 - 24; 1993 March 15 - 23; 1994 March 14 - 22 - Around the Bay Road Race

(j) 1991 Maintenance Costs for automatic protection at level crossings

(k) Inadvertent Encroachment Agreements

(l) Proposed abandonment of a portion of CN Rail's Hagersville Subdivision including the Ferguson Avenue Spur, Hamilton

6. **DIRECTOR OF PROPERTY - Confidfential Information Report**

Crescent Oil Co. of Canada - Land use

7. **OTHER BUSINESS**

8. **ADJOURNMENT**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Stops Signs on Greenhill Avenue	August 20, 1990	Mr. M. Main	Pending Report
2.	Street Lights on Ravenscliffe Avenue	September 17, 1990	Alderman Agro	Tabled

Dated: 1991 March 04

T. Agnello
Secretary

Monday, February 18, 1991
9:30 o'clock a.m.
Room 233, City Hall

1.

The Transport and Environment Committee met.

Present:	Alderman H. Merling, Chairman Alderman V. J. Agro, Vice-Chairman Alderman T. Cooke Alderman D. Drury Alderman D. Wilson Alderman D. Agostino Alderman V. Formosi Alderman T. Murray
Regrets:	Mayor R. M. Morrow - Civic Business
Also Present:	Mrs. B. Price, Hamilton Safety Council Mr. J. G. Pavelka, Director of Public Works Mr. D. Lobo, Public Works Department Mr. G. S. Aston, Regional Engineering Department Mr. M. Main, Director, Traffic Department Mr. M. Watson, Manager, Real Estate Division Mr. P. Lampman, Deputy Building Commissioner Mr. D. Carson, Mayor's Office Mrs. Susan K. Reeder, Acting Secretary

1. MINUTES OF THE TRANSPORT AND ENVIRONMENT COMMITTEE MEETING HELD MONDAY, 1991 FEBRUARY 04.

The committee approved the minutes of their last meeting held Monday, 1991 February 04 as circulated.

REFERRALS FROM CITY COUNCIL

2. **Resolution - City of Waterloo - Enabling Legislation from the Province to Pass and Enforce Tree By-laws on Private Property**

The Committee was in receipt of a memorandum from the City Clerk forwarding the above noted resolution to them for consideration.

The Committee approved the following:

That the following resolution from the Corporation of the City of Waterloo be received:

"Whereas the Corporation of the City of Waterloo is an Environment First Community;

And whereas the City of Waterloo is concerned with the protection of trees within the Corporate City limits;

And whereas the Province of Ontario has not provided local Municipalities with sufficient authority to prohibit, restrict and regulate the destruction/removal of trees regardless of property size on private lands;

And whereas the Trees Act and the Waterloo Regional Tree Cutting By-law and other existing legislation fail to address the issue of tree panting, care, maintenance and management on private property;

Be it resolved:

(a) That the Corporation of the City of Waterloo make a request to the Province of Ontario to pass legislation enabling the Corporation of the City of Waterloo and other Municipalities to pass and enforce tree by-laws to address the issue of tree planting, care, maintenance and management on private property.

(b) That the Corporation of the City of Waterloo circulate this resolution to all Municipalities over 50,000 population within the Province of Ontario, and all municipalities in the Regional Municipality of Waterloo."

3. **Resolution - City of Nepean - Recycling of Bell Canada Telephone Books**

The Committee was in receipt of a memorandum from the City Clerk forwarding a resolution to them respecting the above-noted matter.

The Committee approved the following:

That the following resolution from the Corporation of the City of Nepean be received:

"Whereas municipalities across Canada are incurring increased costs for environmental programs including in particular the costs of recycling programs;

And whereas the "After Markets" for many items which are recyclable through Blue Box programs have not materialized or are highly unstable, resulting in municipalities assuming the burden of these increased costs of operating Blue Box programs;
And whereas Bell Canada, through its association with OMMRI is encouraging municipalities to collect its telephone directories in Blue Boxes and otherwise for recycling;

And whereas Corporations like Bell Canada who profit from the delivery of a service or product must take responsibility for the full costs associated with these services and products under the environmental concept of "cradle to grave".

Be it resolved that the City of Nepean hereby requests the support of the Federation of Canadian Municipalities to demand that Bell Canada and their sister telephone companies across Canada assume the full costs of collecting, handling and recycling of their used telephone directories and to seek the involvement of the CRTC in requiring such a commitment from Bell Canada for the 1992 telephone directory distribution."

DIRECTOR OF TRAFFIC SERVICES

4. **Application for a Multiple Residential Boulevard Parking Agreement - 1 Prospect Street South**

The Committee was in receipt of a report from the Director of Traffic Services dated 1991 February 11 respecting the above-noted matter and approved the following:

That the application of Mr. Kazimrerz Dudzinski to lease a portion of the boulevard adjacent to No. 1 Prospect Street South be approved, provided that:

(a) the applicant pays the annual fee in accordance with the fee structure approved by City Council on 1990 March 27 (current rate is $111.18 per year for two parking spaces) plus taxes, if any, in addition to the $10. encroachment insurance charge approved by City Council on 1984 February 14.

(b) the owner pays a one-time $25. registration fee, as approved by City Council on 1986 January 14.

(c) the owner pays a one time $166.77 processing fee, as approved by City Council on 1990 March 27.

(d) the owner complies with the requirements as set out in the policy approved by City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.

(e) the driveway approach, parking area and other structures as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.

(f) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

5. **PARKING REGULATIONS**

Pursuant to recommendations in various reports submitted by the Director of Traffic Services, the Committee recommended to Council that By-law No. 89-72 be amended as follows:

5.1 **St. James Place**

That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Saturday" regulation on the south side of St. James Place be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Saturday" regulation.

5.2 **Park Row South between Monterey Avenue and King Street**

(i) That the existing "Alternate Side Parking" regulations on Park Row South between King Street and Monterey Avenue be rescinded; and

(ii) That parking be prohibited at all times on the west side of Park Row South between King Street and a point 237 feet northerly therefrom; and

(iii) That the existing "Permit Parking" regulation on the south side of Monterey Avenue be shortened such that the regulation commences 60 feet east of Park Row South and extends to Province Street; and

(iv) That the maximum number of permits to be issued to residents abutting Monterey between Province and Park Row be revised from eight to six.

5.3 **East Side of Ferguson Avenue between Cannon Street and Kelly Street**

That the existing "No Parking" regulation on the east side of Ferguson Avenue between Cannon Street and Kelly Street be removed.

5.4 **MacNab Street North between Mulberry Street and Cannon Street**

That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the east side of MacNab Street North between Mulberry Street and Cannon Street.

6. REQUEST FOR A RESERVED PARKING SPACE FOR A HANDICAPPED RESIDENT

The Committee was in receipt of reports from the Director of Traffic Services respecting the above-noted matters and approved the following:

6.1 **230 Ivon Avenue**

(i) That a "Permit Parking" regulation be implemented on the east side of Ivon Avenue commencing at a point 214 feet south of Melvin Avenue and extending to a point 19 feet southerly therefrom; and

(ii) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mr. Walter Polomock, 230 Ivon Avenue.

6.2 **591 Mary Street North**

(i) That a "Permit Parking" regulation be implemented on the west side of Mary Street North commencing at a point 73 feet south of Brock Street and extending to a point 22 feet southerly therefrom; and

(ii) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mr. David Haime, 591 Mary Street North.

7. REQUEST FOR A WHEELCHAIR LOADING ZONE - 287 EAST 22ND STREET

The Committee was in receipt of a report from the Director of Traffic Services dated 1991 January 31, respecting the above-noted matter. The Committee approved the following:

That a "No Stopping, Wheelchair Loading Only, 10:00 a.m. to 6:30 p.m., 7 days a week" regulation be implemented on the west side of East 22nd Street commencing at a point 321 feet south of Fennell Avenue and extending to a point 25 feet southerly therefrom.

ACTING COMMISSIONER OF ENGINEERING

8. **Annual Overload Permit - Stelco Steel**

The Committee was in receipt of a report from the Acting Commissioner of Engineering dated 1991 February 06 respecting the above-noted matter.

The Committee approved the following:

(a) That in accordance with By-law 89-72, Stelco Steel be granted an Annual Overload Permit for the year 1991 for fifteen (15) tractor trailers for a total fee of $5 715.; and

(b) That 20% or $1 143. be credited to City Account No. 25827011 (Overload Permit Fees), and that 80% or $4 572. be credited to Regional Account No. 46025-301300.

9. **Incorporating Certain City Lands into various streets by By-law**

The Committee was in receipt of a report from the Acting Commissioner of Engineering dated 1991 February 07 respecting the above-noted matter.

The Committee approved the following:

(a) That the following City lands be incorporated into various streets:

Walnut Street	Part of Lot 2, R.P. No. 36, designated as Part 5, Plan 62R-10833

(b) That the By-law to carry out the incorporation of the said lands into the foregoing street be enacted by City Council.

(c) That the Commissioner of Engineering be authorized and directed to register the By-law.

10. **1991 Road and Sidewalk Capital Reconstruction Program**

The Committee was in receipt of a report from the Acting Commissioner of Engineering dated 1991 February 05 respecting the above-noted matter.

Following considerable discussion on the particulars contained within the report, the Committee approved the following:

(a) That the following 1991 Road and Sidewalk Capital Reconstruction Program in the amount of $9 400 000. be approved:

(i) Reconstruction of roads and abutting sidewalks:

Balmoral Avenue	- Main to King
Binkley Road	- Main to Sanders
Crosthwaite Avenue	- Main to Monterey
East 21st Street	- Queensdale to Fennell
Haddon Avenue	- Main to Sterling
Ivon Avenue	- Barton to Dunsmure
Lower Horning Road	- Ofield to Harold
Normanhurst Avenue	- Britannia to Dunsmure
Ofield Road	- Main to Ramsey (east leg)
Rosewood Road	- Main to Queenston
Sanatorium Road	- Rice to Garth
Tuxedo Avenue	- Main to Roxborough
Upper Kenilworth	- Broker to Mohawk

(ii) Reshape surface treated road and reconstruct sidewalks:

MacLennan Avenue	- Upper Wentworth to East 23rd

(iii) Resurfacing of City roads:

Lesterwood Street	- Lawnhurst to Ling
Magnolia Drive	- Mohawk to Appleford
Mountain Crest	- Garth to West Limit
Pleasant Avenue	- Mountain Cr. to Denlow
Queen Victoria Drive	- Quaker (north leg) north east to Quaker (south leg)
Westcliffe Avenue	- Pleasant to Garth
Westminster Avenue	- Denlow to Mountain Cr.

(iv) Reconstruction of sidewalks proposed to be undertaken by the City along sections of Regional Roads that will be rehabilitated in 1991 through the Regional Road Reconstruction Program:

Main Street East	- James to Wentworth
Main Street East	- Wentworth to the Delta
Main Street East	- Tuxedo to Queenston Traffic Circle
Queenston Road	- Queenston Circle to Reid
Scenic Drive	- Denlow westerly to Parapet
Upper Paradise	- Scenic to Sanatorium

Main Street West - Gary to Highway 403

(v) Reconstruction of sidewalks along City roads:

Maple Avenue - Ottawa to King
Montrose Avenue - Cochrane to Charlotte

(b) That should funds become available following the awarding of all tenders for the 1991 Road and Sidewalk Program, a Supplementary Reconstruction Program not be undertaken, but rather any savings be transferred to the City of Hamilton's 1991 Capital General Contingency Fund; and

(c) That the Commissioner of Engineering be authorized to undertake the works on behalf of the City of Hamilton once all necessary approvals have been received.

11. BANNER DISPLAY APPLICATION - MONDAY 1991, APRIL 18 TO MONDAY 1991 APRIL 22 - CANADIAN SKI PATROL (WESTERN ZONE)

The Committee was in receipt of a report from the Acting Commissioner of Engineering dated 1991 February 04 respecting the above-noted matter.

The Committee approved the following:

That the Canadian Ski Patrol (Western Zone) be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, 1991 April 18, to Monday, 1991 April 22, with the following message:

Canadian Ski Patrol 50th Anniversary
Safety - Service
Patrouille Canadienne De Ski Anniversaire
Securite - Service

ACTING SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

12. **Transportation Association of Canada Conference - 1991 May 12-14 - Niagara-on-the-Lake, Ontario**

The Committee was in receipt of a report from the Acting Secretary of the Transport and Environment Committee dated 1991 February 12 respecting the above-noted matter.

The Committee approved the following:

(a) That the Chairman or his designate be authorized to attend the Transportation Association of Canada Conference to take place on 1991 May 12-14 in Niagara-on-the-Lake, Ontario.

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201-10010 from the 1991 Operating Budget.

ALDERMAN V. J. AGRO

13. **Chain Link Fence at 201 Bay Street North**

The Committee was in receipt of documentation forwarded to them from the Acting Secretary of the Transport and Environment Committee respecting Alderman Agro's request to the Committee for consideration of a fence at 201 Bay Street North.

Alderman Agro illustrated the property situation via drawings on an easel flip chart and requested that the City consider installing a fence at the top of the ravine intersecting through the property at the rear of 201 Bay Street North.

Considerable discussion ensued on this matter and the Committee approved the following:

(a) That the City cost-share with Mr. Frank Vassallo, the owner of property at 201 Bay Street North, the cost of constructing a chain-link fence through the rear of Mr. Vassallo's property where the land drops down to a ravine and abuts City property; and

(b) That the total cost involved in this construction not exceed $1 000.

DELEGATIONS

(A) **Mr. R. L. Kovacs, Solicitor, on behalf of Mr. Li, owner of Yen King Chinese Food, Upper Wellington and Inverness Avenue, regarding parking regulations and cement abutment.**

The Committee was in receipt of a petition forwarded to them from Mr. Kovacs from neighbours in the area who are in support of having parking restrictions lifted in the area to allow customers to park to pick-up food from the Chinese Restaurant. The petition also indicates the support of the neighbours for Mr. Li to park his own car on the restaurants property and that the cement abutments blocking that driveway should be removed.

Mr. Kovacs, Solicitor for the owners of Yen King Chinese Food spoke to the Committee. He distributed a summary statement of his presentation including photographs of the property.

The Committee was also in receipt of an Information Report from the Building Commissioner as well as an Information Report from the Director of Traffic Services respecting this property.

Following considerable discussion on this matter by the Committee, the following recommendations were approved:

(a) (i) That the "No Parking" regulations on the south side of Inverness, between Upper Wellington and East 11th Street be removed; and

(ii) That the "No Stopping" regulations on the north side of Inverness be removed from the easterly half of the block between Upper Wellington and East 11th Street.

(b) That the cement abutments blocking the driveway be removed immediately.

(c) That the Planning and Development Committee be requested to support the appeal by Yen King Restaurant, 491-493 Upper Wellington Street against the Committee of Adjustment denial decision to not allow for a minor variance from the zoning to permit the parking area in the rear of the restaurant without providing the required spacial separation from the adjoining residential district.

(B) **By-law for closure and sale of parts of Melissa Street**

The Committee was in receipt of a report from the Acting Commissioner of Engineering dated 1991 February 07, respecting the above-noted matter.

The Committee approved the following:

(a) That the appropriate By-law for the closure and sale of parts of Melissa Street be presented to City Council for enactment; and

(b) That the Acting Commissioner of Engineering be authorized and directed to register the by-law.

ADDED - GET WELL MESSAGE TO MISS WILSON, BOARD OF EDUCATION REPRESENTATIVE

Mrs. Bernice Price of the Hamilton Safety Council advised the Committee that Miss Wilson, the representative from the Hamilton Board of Education who sits on the Transport and Environment Committee had recently fractured her ankle. Accordingly the Committee directed that a "Get Well" message be forwarded to Miss Wilson for her speedy recovery.

ADJOURNMENT

There being no further business the meeting then adjourned.

Taken as read and approved,

ALDERMAN HENRY MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

S. K. Reeder, Acting Secretary
1991 February 18

2

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 February 14

REPORT TO: Ms. Tina Agnello, Secretary
Transport and Environment Committee

FROM: Ms. P. Noé Johnson
City Solicitor

SUBJECT: Local improvements of concrete sidewalks on the west side of Centennial Parkway between Delawana Drive and Barton Street

RECOMMENDATION:

That City Council enact the appropriate By-law for the construction of local improvements of concrete sidewalks on the west side of Centennial Parkway between Delawana Drive and Barton Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on September 25, 1990, in adopting Item 6 of the 12th Report of the Transport & Environment Committee and Item 14 of the 22nd Report of the Finance & Administration Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Friday, January 4, 1991, the Ontario Municipal Board's Order No. E901379 was granted.

c.c. Mr. E. M. Gill, Acting Commissioner, Regional Engineering Department
Attn: Ms. L. Ryan
Mr. K. E. Avery, City Clerk
Mr. E. C. Matthews, City Treasurer Attn: Mr. Grant Keith

:sr
Att.

3

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 February 22

REPORT TO: Ms. T. Agnello
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: **Industrial Roadside Beautification Program**
(Our File 91-8053)

RECOMMENDATION:

1. That City of Hamilton enter a cost sharing agreement with Hotz and Sons Company for an amount of $3,000 for the beautification of the road allowance at 239 Lottridge Street.

2. That the $3,000 be charged to Account No. CH 55399 60437 Beautification of Industrial Roadside Areas.

3. That Hotz and Sons Company be responsible for ensuring that underground utility locates are clear before proceding with any landscaping.

J. G. Pavelka

J. G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

BACKGROUND:

The City of Hamilton has a 50/50 cost sharing program for the Beautification of Industrial Roadside areas.

This program provides for the City to equally cost share the initial costs of beautification, landscaping and/or berming on the road allowance to enhance the appearance of a location providing the applicant commits to maintaining the beautification entirely at his cost.

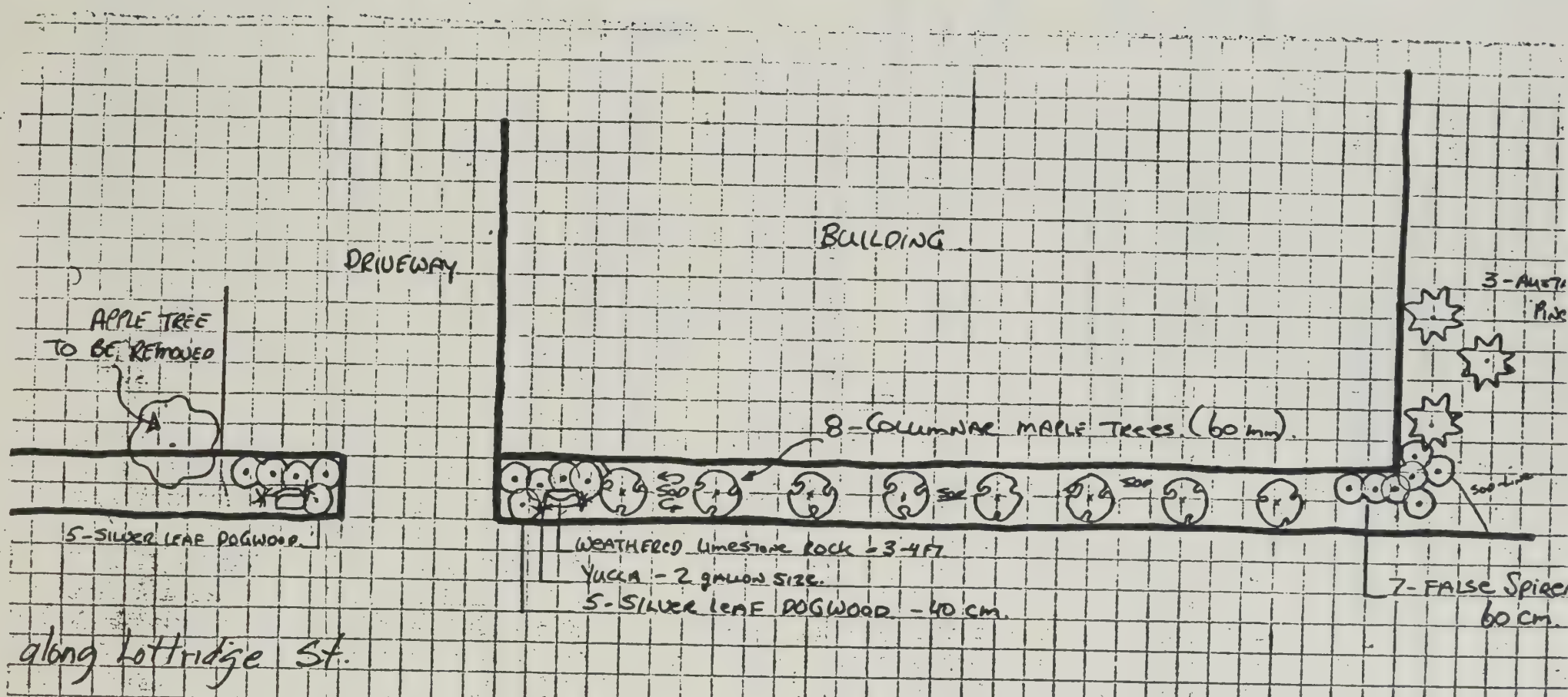
Hotz and Sons Company contacted the Public Works Department with the attached landscape plan to beautify the Household Hazardous Waste facility at 239 Lottridge Street. Their landscaping plan called for planting of trees and shrubs along the road allowance, adjacent to their facility, at the entrance to their facility and also on a portion of their private property.

After consulting with a representative from the Parks Horticulture Division and in keeping with the policies and by-laws of the City of Hamilton, the plan was modified so that it would not create a site visibility problem at the entrance. Furthermore, an adjustment made to the original request of cost sharing for the total cost of $6,500 because a portion of this landscaping is planned to be entirely on private property.

In accordance with the Beautification of Industrial Roadside policy, it is appropriate for the City to enter into an agreement with Hotz and Sons Company to equally cost share the cost of $6,000 so that the City will contribute $3,000.

JGP/PSU/rb
attachment

cc Alderman D. Drury
cc E. Matthews, Treasurer
cc R. Chrystian, Manager of Parks
cc J. Pook, Horticulturist
cc T. Gill, Acting Commissioner of Engineering


DRIVEWAY
BUILDING
APPLE TREE TO BE REMOVED
8-COLUMNAR MAPLE TREES (60 mm)
5-SILVER LEAF DOGWOOD
WEATHERED LIMESTONE ROCK - 3-4FT
YUCCA - 2 gallon size.
5-SILVER LEAF DOGWOOD - 40 cm.
7- FALSE SPIRE
60 cm.
along Lottridge St.

4a

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1991 February 11

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Columbia Drive and Marcus Avenue - Intersection Control (DT-24-91)

RECOMMENDATION:

a) That northbound traffic on Marcus Avenue be required to stop for eastbound and westbound traffic on Columbia Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

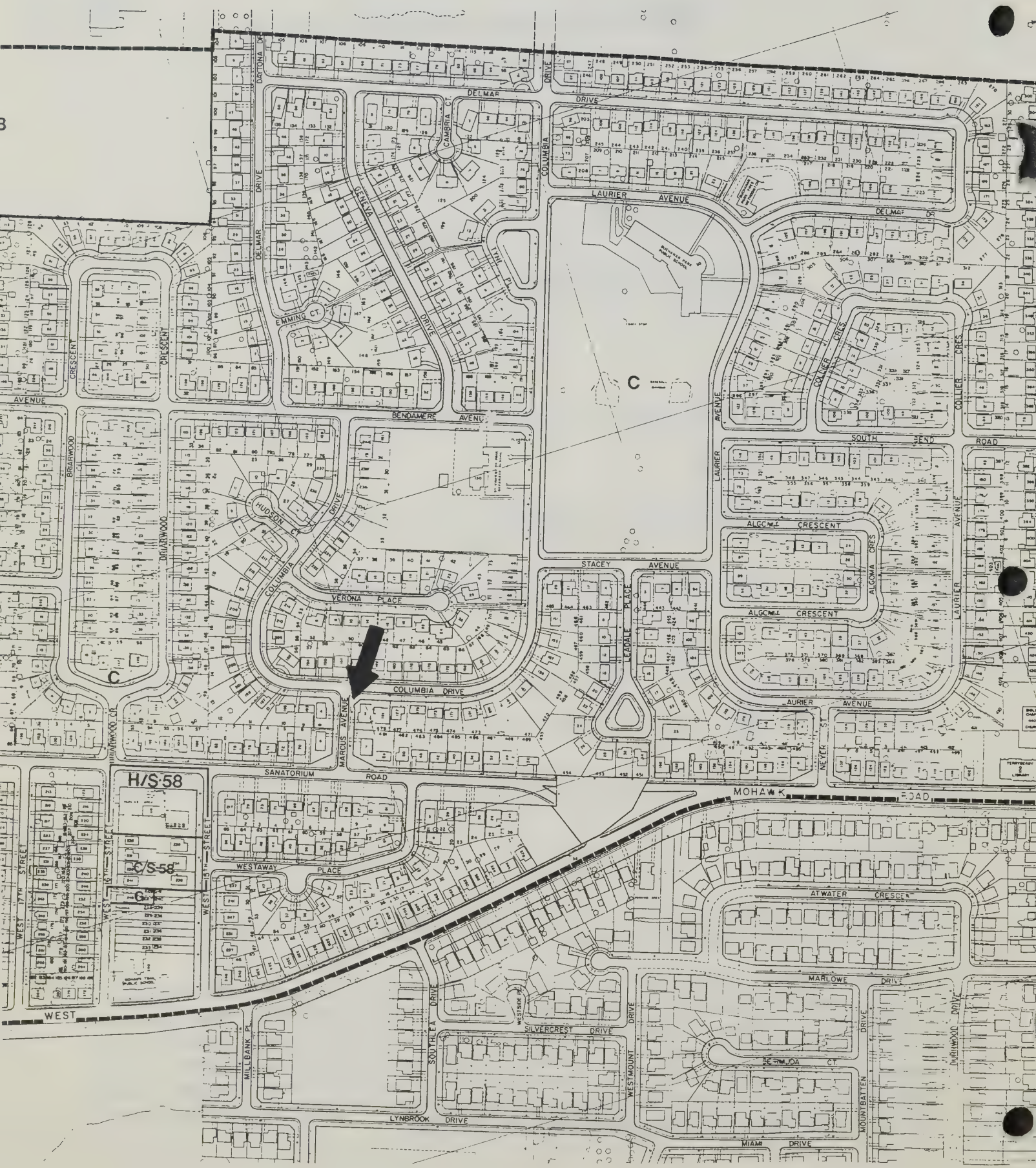
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Deris Trigatti, 26 Verona Place, that stop control be implemented at the intersection of Columbia and Marcus.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. The Traffic Department records indicate that there have been only two collisions at this intersection in the last seven years. This is a good collision record for this type of intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department recommends that stop control be implemented on the stem of this "T" type intersection such that northbound traffic on Marcus would be required to stop for eastbound and westbound traffic on Columbia.


DELMAR DRIVE
DAYTONA DR.
CAMBRIA CT.
COLUMBIA
GENEVA
DRIVE
LAURIER AVENUE
DELMAR DR.
EMMING CT.
CRESCENT
BENDAMERE AVENU
COLLIER CRES.
AVENUE
SOUTH END ROAD
BRIARWOOD
HUDSON CT.
DRIVE
LAURIER AVENUE
ALGOMA CRES.
ALGONQUIN CRESCENT
STACEY AVENUE
VERONA PLACE
LEADALE PLACE
COLUMBIA DRIVE
MARCUS AVENUE
SANATORIUM ROAD
H/S 58
C/S 58
G
WEST 16TH STREET
WEST 17TH STREET
WESTAWAY PLACE
MOHAWK ROAD
ATWATER CRESCENT
MARLOWE DRIVE
SILVERCREST DRIVE
SOUTHLEA DRIVE
WESTSIDE DR.
WESTMOUNT DRIVE
BERMUDA CT.
MOUNTBATTEN DRIVE
MILLBANK PL.
LYNBROOK DRIVE
MIAMI DRIVE
WEST
C

4b

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 February 12

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Taxi Stand on King Street East in front of the Royal Connaught Hotel. (TEC-07-91)

RECOMMENDATION:

a) That the existing public taxi stand on the south side of King Street in front of the Royal Connaught Hotel be rescinded to allow loading and unloading by all vehicles to occur in this area; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

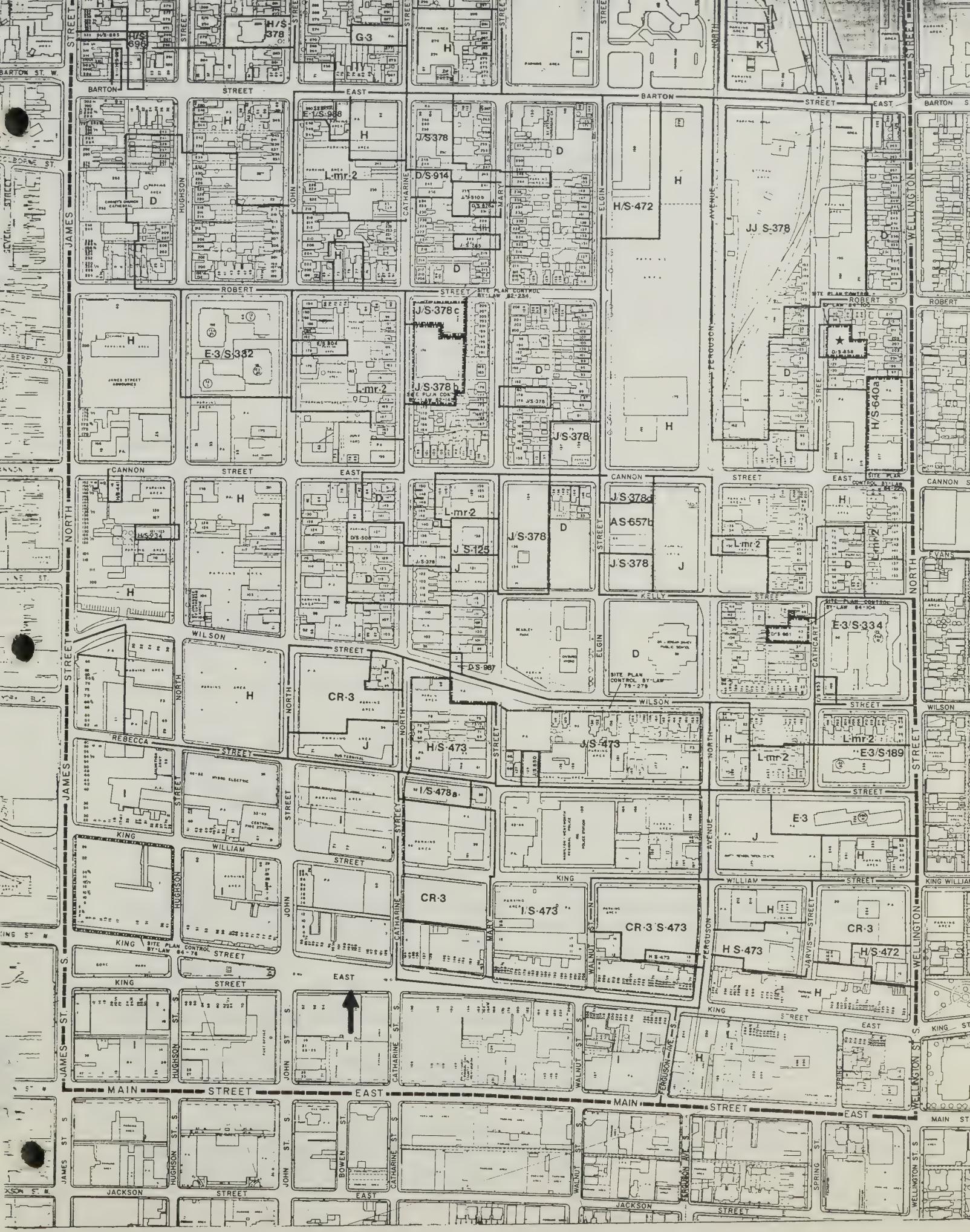
Sufficient funds have been provided in the 1991 Traffic Department operating budget estimates to cover the cost of revising the signing at this location.

BACKGROUND:

There are only two licenced public taxis remaining in the City of Hamilton and complaints have been received that the public taxi stand on the south side of King Street in front of the Royal Connaught Hotel is rarely, if ever, used. Due to a reduction in the number of public taxis licences, public taxi stands throughout the downtown have been removed, such that only this stand and the public taxi stand in front of the Holiday Inn remain. The lack of use by taxis invites other motorists to park in the public taxi stand and the subsequent issuance of parking violation tags.

The Executive Vice-President of the Royal Connaught Hotel has requested that the existing public taxi stand be removed and that the existing "No Parking-Loading Only" regulation be extended accordingly. Furthermore, a representative of Yellow Cabs has requested that the taxi stand be removed, since they are presently leasing four spaces on the Royal Connaught property and are competing with public taxis which may use the on-street stand at no charge.

In view of the above, the Traffic Department recommends that the public taxi stand on the south side of King in front of the Royal Connaught Hotel be removed and that the existing loading zone be extended accordingly. All taxis will be permitted to continue to load and unload in this area but will not be permitted to sit and solicit business from the street at this location.


BARTON STREET
BARTON STREET EAST
ROBERT STREET
CANNON STREET
CANNON STREET EAST
WILSON STREET
WILSON STREET EAST
KELLY STREET
REBECCA STREET
KING STREET
KING STREET EAST
WILLIAM STREET
MAIN STREET
MAIN STREET EAST
JACKSON STREET
JACKSON STREET EAST
JAMES STREET NORTH
JAMES ST S
HUGHSON ST S
JOHN ST S
BOWEN ST
CATHARINE ST S
MARY ST
WALNUT ST S
ELGIN ST
FERGUSON AVE S
JARVIS STREET
SPRING ST
WELLINGTON ST S
WELLINGTON STREET
EVANS AVENUE
NORTH AVENUE
FERGUSON AVENUE
CR-3
CR-3 S-473
E-3/S-332
E-3/S-334
E-3/S-189
E-3
L-mr-2
H/S-472
H/S-473
H/S-640a
J/S-378
J/S-378a
J/S-378b
J/S-378c
J/S-378d
J/S-125
AS-657b
D/S-914
D/S-987
I/S-473
I/S-478a
JJ S-378
H S-473
SITE PLAN CONTROL BY-LAW 82-234
SITE PLAN CONTROL BY-LAW 84-104
SITE PLAN CONTROL BY-LAW 84-76
SITE PLAN CONTROL BY-LAW 79-279
BUS TERMINAL
HYDRO ELECTRIC
CENTRAL FIRE STATION
POST OFFICE
JAMES STREET ARMOURIES
CHRIST'S CHURCH CATHEDRAL
PARKING AREA

4C(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 February 13

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Royal Avenue between Leland Avenue and the west end - Parking Regulations (TEC-25-91)

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of Royal Avenue between Leland Avenue and the west end; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 per year charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Mary Kiss has advised of a request and the Traffic Department recently received a petition from the residents of Royal requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of the street. Staff have investigated this request and have the following report:

The petition was signed by representatives of 17 of the 23 one, two and three family dwellings abutting Royal between Leland and the west end. All 17 residents who signed the petition are in favour of the requested regulation.

Royal has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students from McMaster University. The implementation of the requested regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24.00 per year (plus G.S.T.) per permit to exempt their vehicles from the signed parking time limit. Therefore, since 74 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


MAIN STREET WEST
T H & B RAILWAY
KINGSMOUNT
HOLLYWOOD
THORNDALE
NORFOLK STREET SOUTH
GLENMOUNT AVENUE
SUSSEX STREET
LELAND STREET
MAPES AVENUE
WARD AVENUE
ROYAL AVENUE
HOLMES AVENUE
WHITNEY AVENUE
MERNA AVE
WILLOWCREST
AINSLIE
EMERSON
BROADWAY
BOWMAN
WESTWOOD AVENUE
WINSTON AVENUE
BAXTER STREET
HADDON ROAD
STROUD ROAD
WILMONT COURT
DELBROOK COURT
TOTTENHAM ROAD
CLIFFORD STREET
CHEDOKE EXPRESSWAY
C/S-720
C/S-720
C/S-654
C/S-713
C/S-815
DE-3
S-981
H/S-74
DE
H
C
G
J
A

4c(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 February 13

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West side of Balsam Avenue between King Street and Cannon Street - Parking Regulations. [TEC-21-91]

RECOMMENDATION:

a) That parking be prohibited on the west side of Balsam Avenue between King Street East and Cannon Street East; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

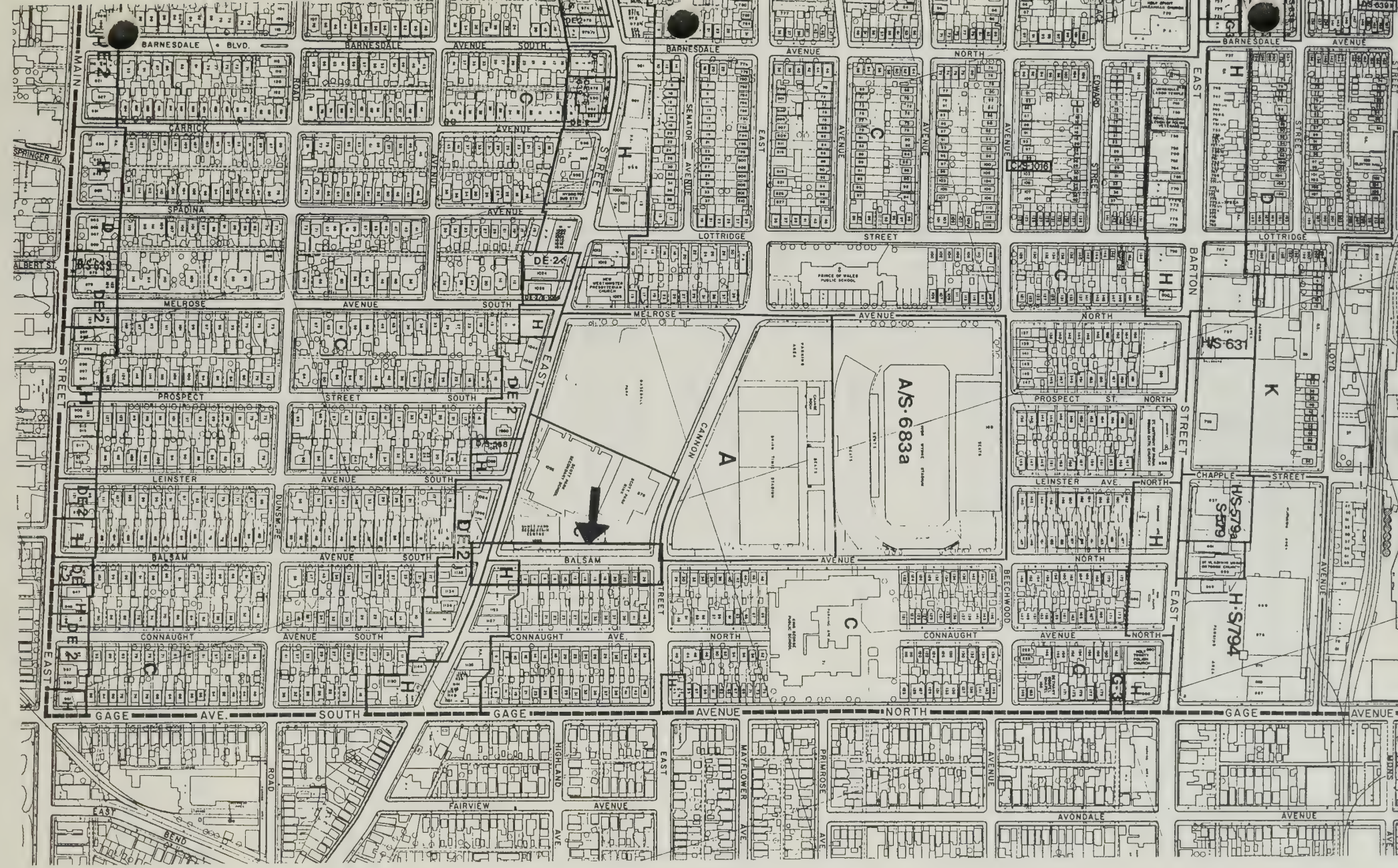
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

After sidewalk reconstruction on the west side of Balsam between King and Cannon in the summer of 1990, "No Parking" signs were re-erected on the west side of the street for the entire block. However, it was recently brought to the attention of the Traffic Department and an investigation has confirmed that there was a short section of unrestricted parking on the west side in the middle of the block prior to the sidewalk reconstruction in accordance with the present By-law entry. Parking is prohibited at all times on the east side of the street in this block.

While the Traffic Department would consider a parking prohibition on both sides to be overrestrictive, the 12 abutting residents were recently polled to determine if a majority would prefer to retain the existing parking prohibition on the west side for the entire block.

The results indicate that seven residents are in favour of retaining the parking prohibition, one resident is opposed and the Traffic Department was not able to contact four of the residents. All but one of the 12 residents has off-street parking, and this resident supports retaining the parking prohibition on the west side of the street. None of the residents have complained about the prohibition which has been in place for at least six months. Therefore, since 58% of the abutting residents agree, the Traffic Department recommends that parking be prohibited on the west side of the street for the entire block.


BARNESDALE • BLVD.
BARNESDALE AVENUE SOUTH
BARNESDALE AVENUE
BARNESDALE AVENUE NORTH
BARNESDALE AVENUE
MAIN STREET
ROAD
CARRICK AVENUE
SPRINGER AV.
SENATOR AVENUE
EAST AVENUE
EDWARD STREET
SPADINA AVENUE
LOTTRIDGE STREET
LOTTRIDGE
ALBERT ST.
BARTON EAST STREET
MELROSE AVENUE SOUTH
MELROSE AVENUE
MELROSE AVENUE NORTH
PRINCE OF WALES PUBLIC SCHOOL
CANNON
A
A/S-683a
K
A/S-631
PROSPECT STREET SOUTH
PROSPECT ST. NORTH
LLOYD
LEINSTER AVENUE SOUTH
LEINSTER AVE. NORTH
CHAPPLE STREET
H/S-794
BALSAM AVENUE
BALSAM AVENUE NORTH
BEECHWOOD AVENUE
CONNAUGHT AVENUE SOUTH
CONNAUGHT AVE.
CONNAUGHT AVENUE NORTH
GAGE AVE. SOUTH
GAGE AVENUE
GAGE AVENUE NORTH
GAGE AVENUE
EAST BEND ROAD
HIGHLAND AVENUE
FAIRVIEW AVE.
MAYFLOWER AVE.
PRIMROSE AVENUE
AVONDALE AVENUE
MONS AVE.
DE-24
DE-2
H
C
D
E
J

4c(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 February 14

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

North side of Colbourne Street between Park Street and MacNab Street - Parking Regulations (TEC-26-91)

RECOMMENDATION:

a) That the existing "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on the north side of Colbourne Street between Park Street and MacNab Street be replaced with a "Permit Parking" regulation; and

b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to each of the first twelve eligible applicants residing on Colbourne Street between Park Street and MacNab Street; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

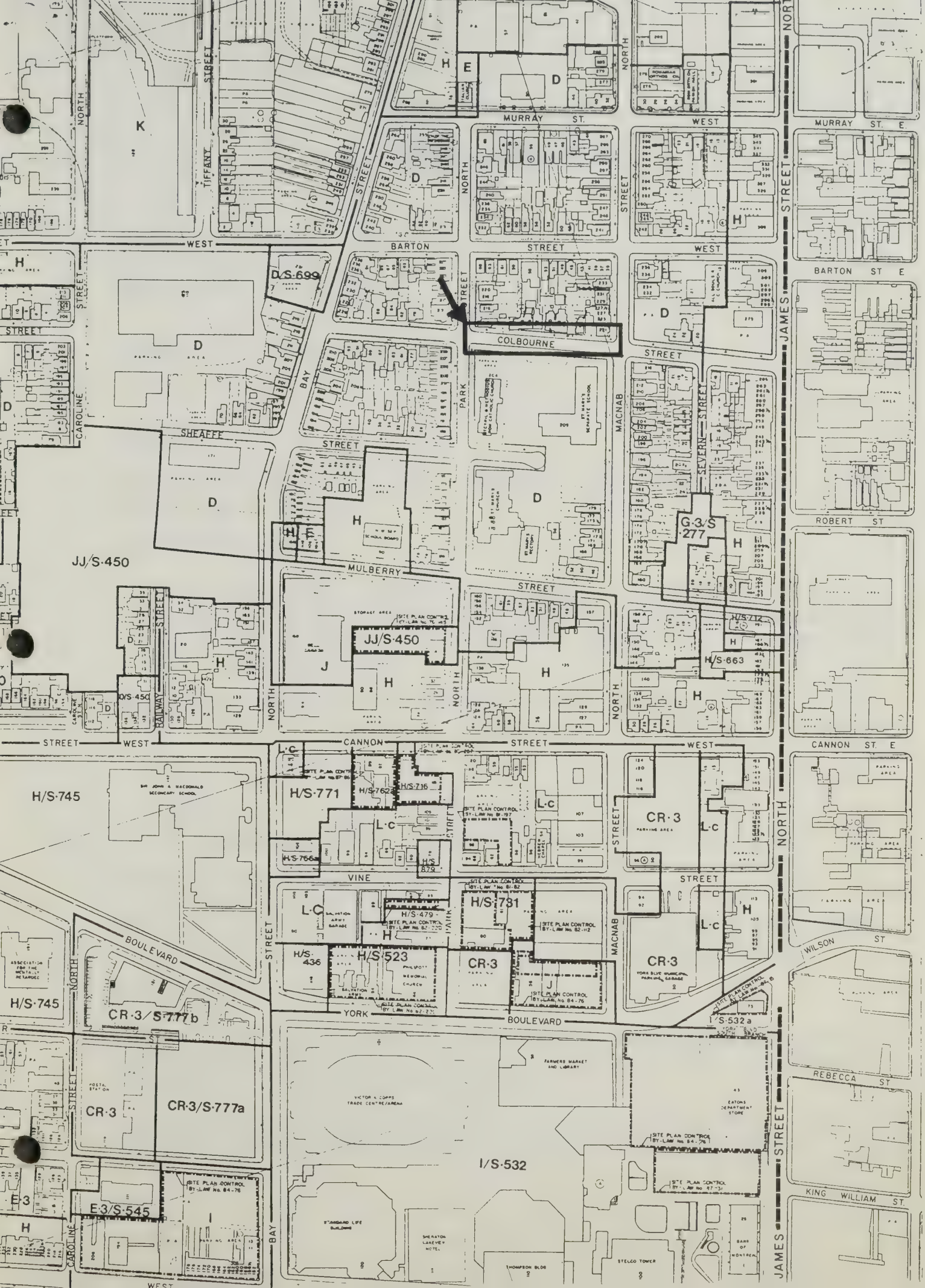
Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for $144.00 in revenue each year from the sale of parking permits which would off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of six of the nine one, two and three family dwellings abutting Colbourne between Park and MacNab, requesting that a "Permit Parking" regulation be implemented on the north side of the street in this block. All six residents who signed the petition are in favour of the requested regulation.

Colbourne has a 28 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on the north side and a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side of the street in this block.

An investigation has revealed that there are 12 legal on-street parking spaces on the north side of the street in this block. It was indicated on the petition that 12 permits would be required by the six residents who signed the petition. The Traffic Department has contacted two of the three residents who did not sign the petition and neither resident requires a permit but both support the proposed regulation. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents and since 89% of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


MURRAY ST.
WEST
MURRAY ST. E
BARTON STREET
BARTON ST E
COLBOURNE STREET
ROBERT ST
CANNON STREET
CANNON ST. E
MULBERRY STREET
SHEAFFE STREET
VINE STREET
WILSON ST
YORK BOULEVARD
REBECCA ST
KING WILLIAM ST
JAMES STREET NORTH
MACNAB STREET
BAY STREET
PARK STREET
CAROLINE STREET
TIFFANY STREET
RAILWAY STREET
SEVERN STREET
D/S·699
JJ/S·450
G·3/S·277
H/S·663
H/S·745
H/S·771
H/S·762
H/S·716
H/S·766
H/S·879
H/S·731
H/S·479
H/S·523
H/S·436
CR·3
CR·3/S·777b
CR·3/S·777a
I/S·532
I/S·532a
E·3/S·545
L·C
SITE PLAN CONTROL BY-LAW No. 84-76
SITE PLAN CONTROL BY-LAW No. 82-112
SITE PLAN CONTROL BY-LAW No. 87-31

4 C(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 February 14

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West Side of Lawson Street, north of Folkestone Avenue - Request for a School Bus Loading Zone (TEC-28-91)

RECOMMENDATION:

a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Lawson Street commencing at a point 203 feet north of Folkestone Avenue and extending to a point 40 feet northerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

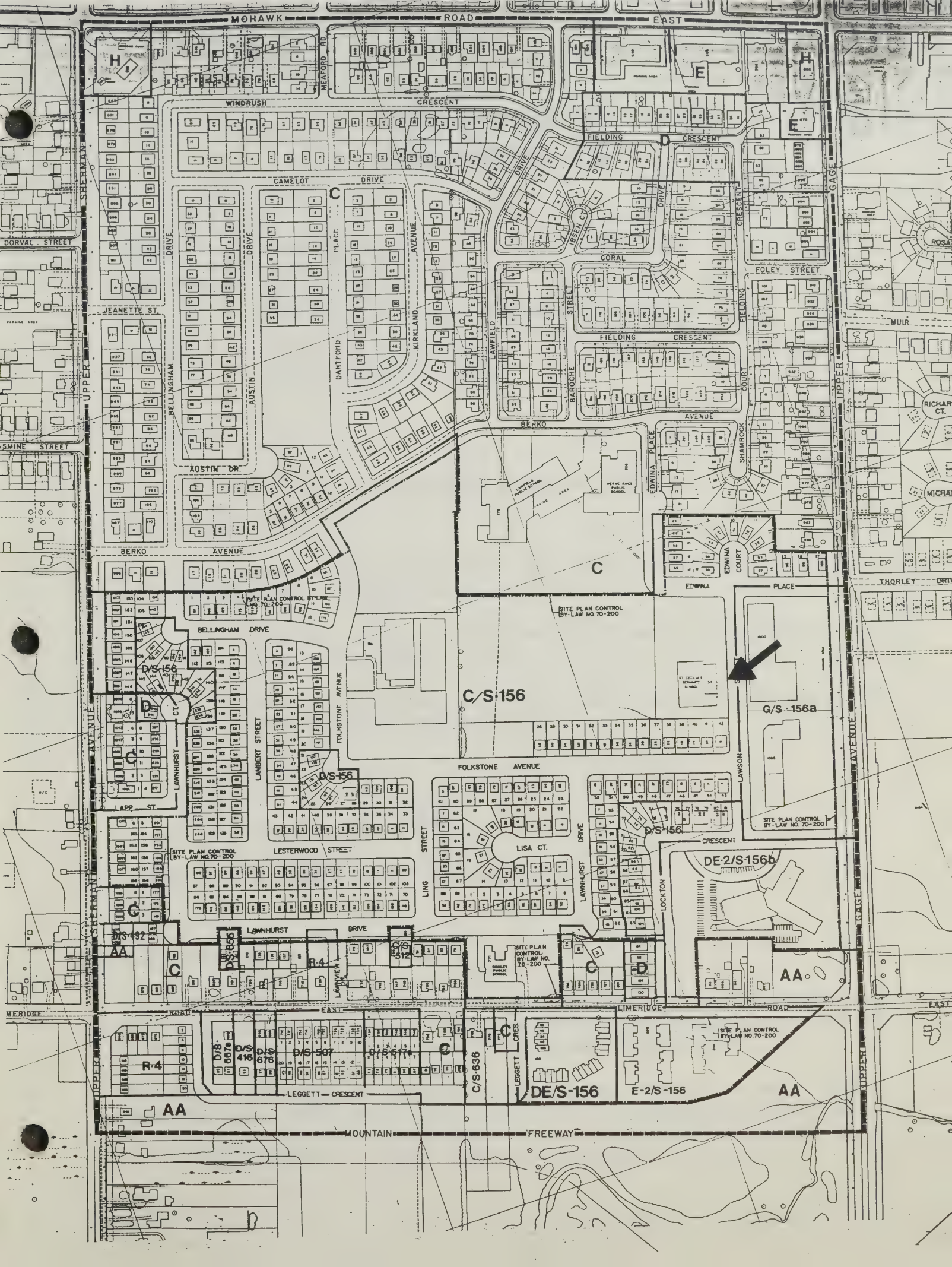
Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Frank Goodman, Principal of St. Cecilias Separate School, 50 Lawson Street, that a school bus loading zone be implemented on the west side of the street in front of the school.

Lawson has a 28 foot pavement width, and presently, parking is prohibited on the west side and there is unrestricted free parking on the east side of the street in this area.

School buses are permitted to stop to load and unload children in the "No Parking" area in front of the school. However, the Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and all vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of children is taking place on Lawson Street in front of St. Cecilias Separate School, the Traffic Department concurs with the request for a school bus loading zone at this location, and recommends that the regulation be in effect between the hours of 7:00 a.m. and 6:00 p.m., Monday to Saturday.


MOHAWK ROAD EAST
WINDRUSH CRESCENT
CAMELOT DRIVE
FIELDING CRESCENT
CORAL
FOLEY STREET
JEANETTE ST.
AUSTIN DR.
BERKO AVENUE
BELLINGHAM DRIVE
FOLKSTONE AVENUE
LESTERWOOD STREET
LISA CT.
LAWNHURST DRIVE
LEGGETT CRESCENT
MOUNTAIN FREEWAY
SITE PLAN CONTROL BY-LAW NO. 70-200
C/S-156
G/S-156a
DE-2/S156b
DE/S-156
E-2/S-156
D/S-156
D/S-492
C/S-636
R-4
AA

4 C(V)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 February 20

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Upper Kenilworth Route - Addition of New Bus Stops (TEC-29-91)

RECOMMENDATION:

a) That in accordance with the request of the Hamilton Street Railway Company the following bus stop additions be approved:

- Outbound - Upper Kenilworth Avenue, 244 metres south of the south curb line of Landron Avenue (M/B).

- Inbound - Upper Kenilworth Avenue, 287 metres north of the north curb line of Limeridge Road East (M/B).

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

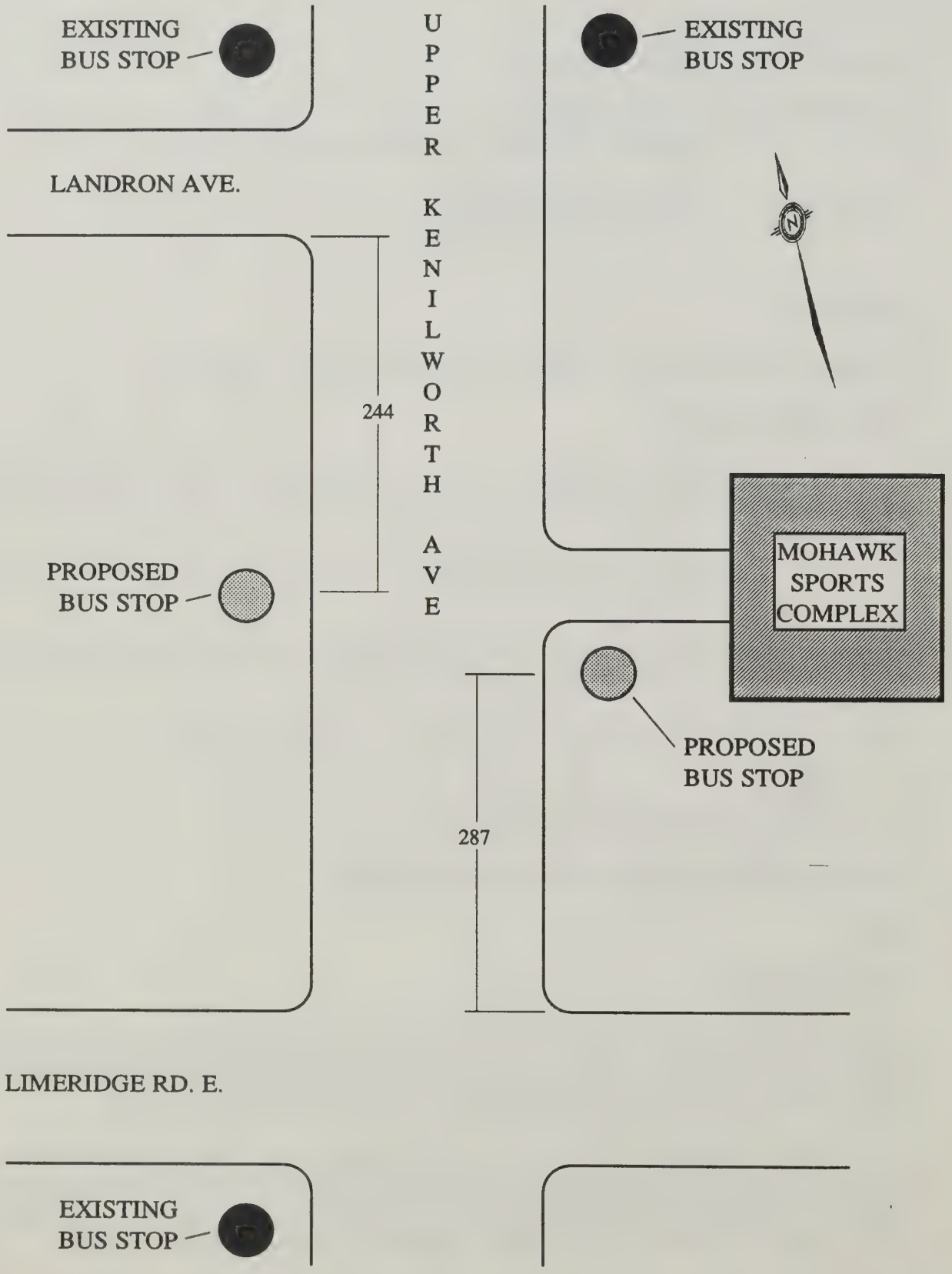
N/A

BACKGROUND:

The Traffic Department has received a letter from the Hamilton Street Railway Company, requesting permission to install new bus stops to provide acceptable service to the Mohawk Sports Complex and any further residential development in the vicinity.

The Traffic Department has reviewed the proposed bus stop locations and finds them satisfactory from a traffic point of view. There will be no loss of any on-street parking, since the proposed bus stop locations will be located in areas which are presently signed "No Parking". Therefore, the Traffic Department concurs with this request.

BUS STOP INSTALLATIONS ON UPPER KENILWORTH AVE. BETWEEN LANDRON AVE. AND LIMERIDGE RD. E., EAST AND WEST SIDES



Note: All measurements are in metres

5a

FOR ACTION

REPORT TO: T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: Feb. 21, 1991
COMM FILE:
DEPT FILE: S610-03

SUBJECT

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION

a) That the City lands known as Part of Part 4, Plan 62R-6807 be incorporated into Limeridge Road.

b) That the appropriate By-Law to carry out the incorporation of the said land into the foregoing street be enacted by Council.

c) That the Commissioner of Engineering be authorized and directed to register the by-law.

E. M. Gill, P. Eng.
Acting Commissioner of Engineering

FINANCIAL CONSIDERATIONS

N/A

Cont'd ....

Cont'd ....

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated in Schedule 'A', appended hereto.

KML:ljm
Encl.

cc: Mr. K. E. Avery, City Clerk
Att: R. Morrison (encl.)
cc: Mr. F. Angelici, Planning Department

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Limeridge Road	Part of Lot 10, Conc. 7 (formerly Barton Township) designated as Part 4 Plan 62R-6807	N/A	To provide access to and from Limeridge Road to Part 1, Plan 62R-8093 and complete the final width of Limeridge Road in that area.	S610-03

5b

FOR ACTION

REPORT TO: T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P. ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: February 21, 1991
COMM FILE:
DEPT FILE: 803-94

SUBJECT:

Proposed Construction of an Independent Concrete Sidewalk on the East Side of Centennial Parkway between the City of Hamilton/City of Stoney Creek Limits and Vineyard Road

RECOMMENDATION:

a) That the Transport and Environment Committee recommend to City Council that the construction of an independent concrete sidewalk on the east side of Centennial Parkway between the City of Hamilton/City of Stoney Creek limits and Vineyard Road be proceeded with as a local improvement pursuant to Section 12 of the Local Improvement Act, at an estimated gross cost of $23,748.00 as provided for in the 1991 portion of the 1991-1995 Capital Budget, City's Share ($8,472.00) and Owner's Share ($15,276.00);

b) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project;

c) That the Acting Commissioner of Engineering be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received; and,

d) That the City Clerk and City Treasurer be directed to give the necessary notice of the Councils intention to undertake these works.

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS:

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1991-1995 Capital Budget.

Cont'd .....

Proposed Construction of an Independent Concrete Sidewalk on the East Side of Centennial Parkway between the City of Hamilton/City of Stoney Creek Limits and Vineyard Road

Cont'd .....

The estimated cost per metre of frontage for an independent concrete sidewalk is $86.00. The abutting property owners will be charged this rate per metre or the actual cost, whichever is less.

BACKGROUND:

Sidewalks have not been constructed on the east side of Centennial Parkway between the City Limits north of Queenston Road and Vineyard Road. Commercial development on the east side of Centennial Parkway have occurred to the point where there is a need for pedestrian access. Sidewalks have been constructed on the west side within the above noted limits. The location of the proposed work is illustrated on the attached plan.

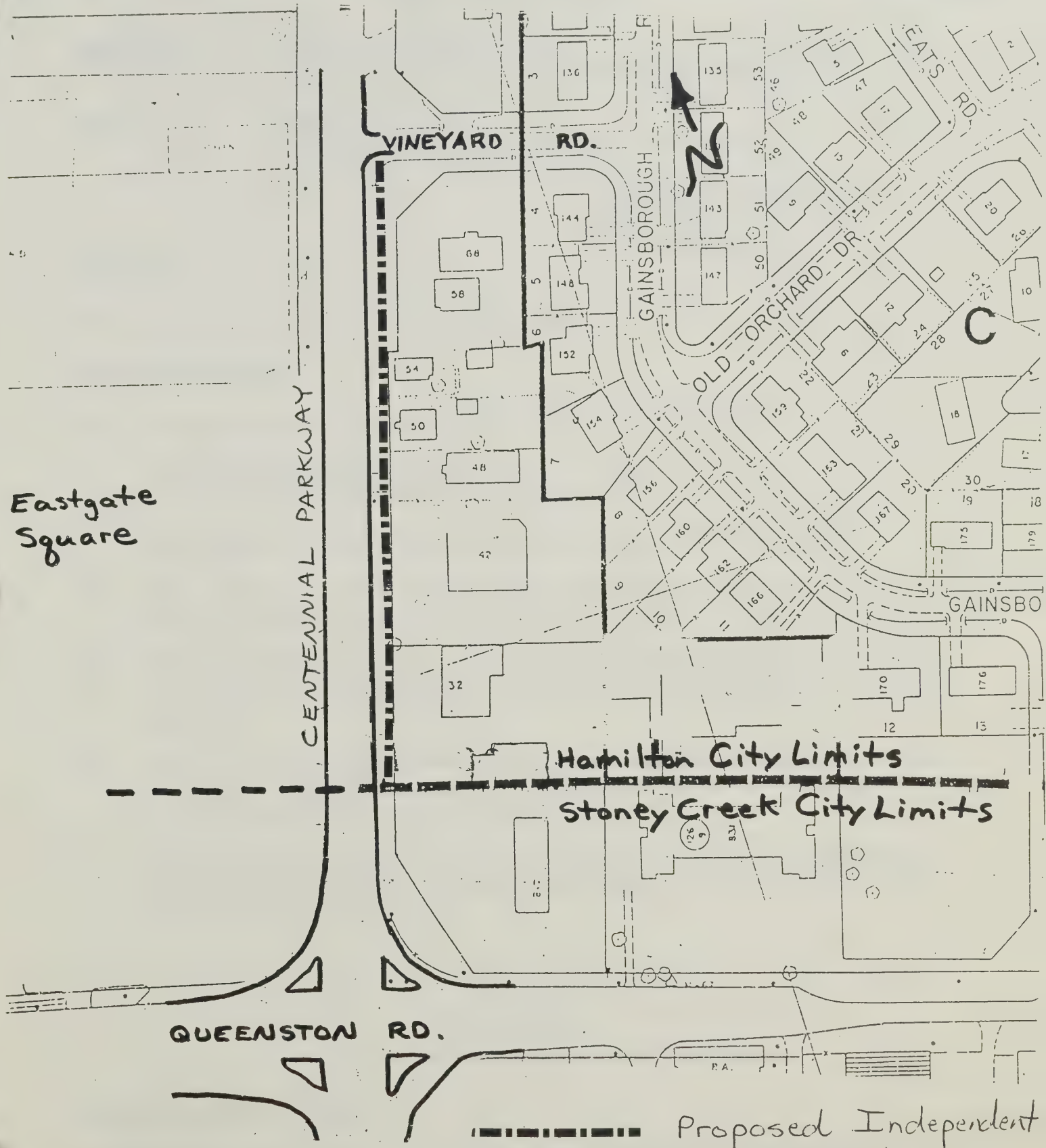
Ultimate road allowance is available throughout the study area with the exception of two properties totalling 52 metres. Within this 52 metre area a 5.2 metre boulevard will be provided to allow for future road widening, therefore land acquisition is not recommended at this time.

LR:ja
Attach.

cc: E.C. Matthews, City Treasury
cc: G. Lawson, Commissioner of Finance
cc: V.J. Abraham, Director of Local Planning
cc: K. Avery, Clerk, City of Hamilton
cc: D. Onishi, Director of Engineering Services
cc: P. Noe Johnson, City Solicitor
cc: I. Neville, City Engineer, City of Stoney Creek
cc: J. Pavelka, Director of Public Works
cc: J. Thompson, Finance and Administration Committee

INDEPENDENT CONCRETE SIDEWALK

East Side of Centennial Pkwy - Hamilton City Limits to Vineyard Rd.



5c

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: 1991 February 22
DEPT FILE: S716-34
COMM FILE:

SUBJECT

1991 Servicing Expenditures Related to Subdivisions

RECOMMENDATION

(i) That the submitted schedules for the estimated costs of services in:

- Paradise Gate Estates, Hamilton
  City Share - $4,020.00, Subdivider's Share $661,807.00

be adopted for inclusion in the Subdivision Agreement with the owners.

(ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements between the City and the respective owners.

(iii) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.

(iv) That in the event the Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.

(v) That the City's share of the cost of service for this development ($4,020.00) be approved, and that the Finance and Administration Committee recommend the source of funding for projects.

E. Aston

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

Under present policies, the City of Hamilton shares the costs of installing services within subdivisions. Cost sharing for the development being approved (as shown on Schedule

Cont'd .....

1991 Servicing Expenditures Related to Subdivisions

Cont'd .....

"A" attached) is in accordance with Standard City of Hamilton policies. The total estimated cost of City's share of services to be approved at this time is $4,020.00.

The City's share of $4,020.00 is associated with fencing adjacent to City Parklands and cannot be recovered in the future. The total estimated Subdivider's share of costs for services being installed in conjunction with this subdivision is $661,807.00 as noted in Schedule "A".

BACKGROUND

On February 9, 1988, City Council recommend that a Subdivision Agreement be entered into between the City and the Owner of Paradise Gate Estates Subdivision.

Copies of the Engineer's estimates for the costs of services and copies of the Final Survey Plan, as prepared by the Consulting Engineers and Surveyors, have been submitted to the Region Engineering Department for approval.

For the Committee's information, we provide the following:

The development of these lands will result in the creation of 74 single family residential lots, and 1 block for institutional use. The City owns Parkland directly adjacent to the rear of lots 63 to 71 (inclusive) and block 75 of this subdivision, and the City will be sharing costs for fencing along the rear of these lots.

It is the intention of the owner (Gino Filice) to develop this subdivision in 2 phases, Phase I and Phase II. Phase I will include lots 14 to 36 (inclusive), lots 52 to 59 (inclusive) and block 78. Phase II will include lots 1 to 13 (inclusive), lots 37 to 51 (inclusive), lots 60 to 74 (inclusive) and blocks 75 and 77. Construction of Phase I will be completed within 8 months of registration of the Final Plan of Subdivision and Phase II construction will be completed within 20 months of registration of the Final Plan of Subdivision.

The lands of Paradise Gate Estates are located east of Upper Paradise Road and north of Rymal Road in the Falkirk East neighbourhood.

MJI:ja

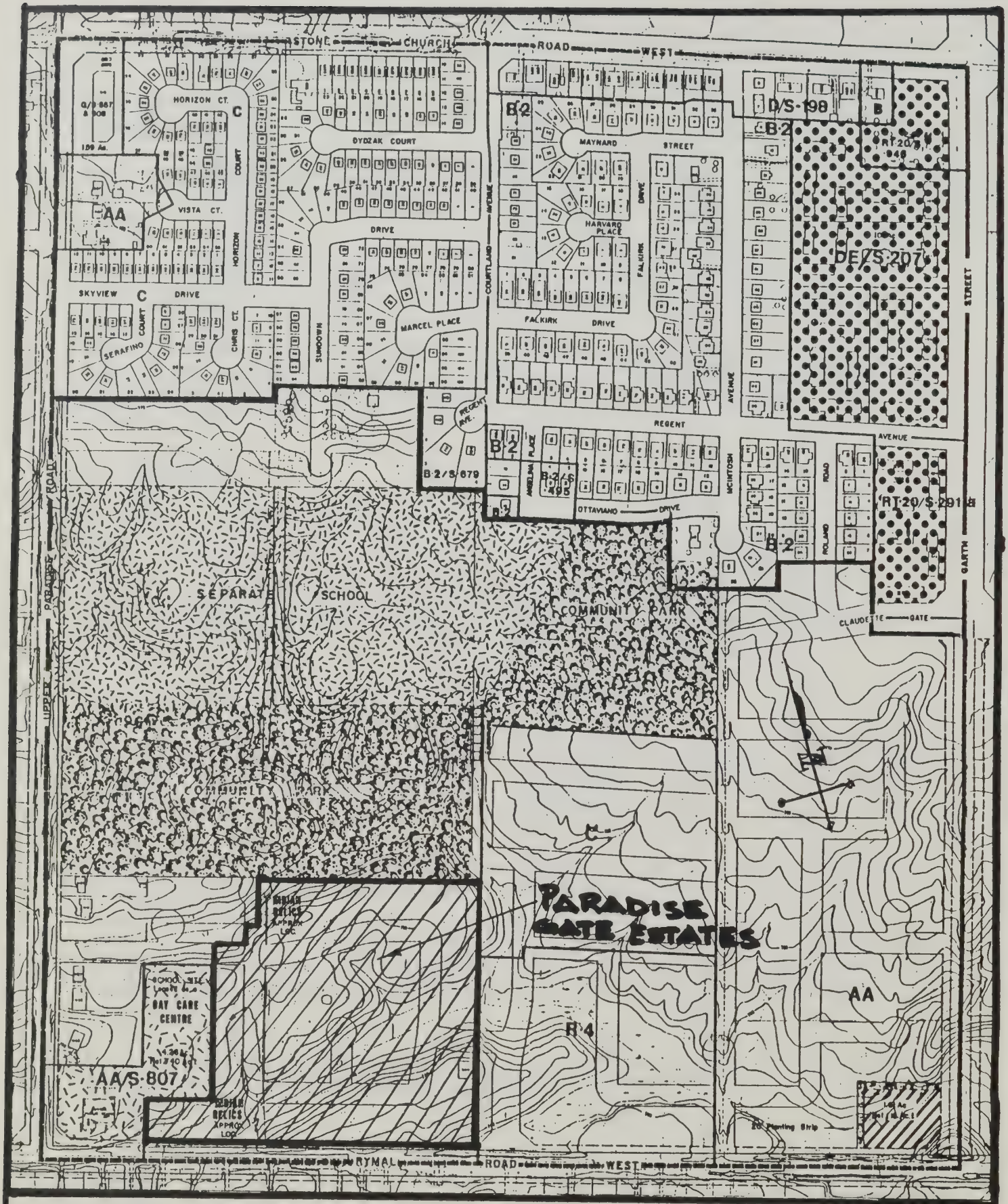
cc: J. Schatz, Secretary, Co-ordinating Committee
cc: E.C. Matthews, City Treasury Department
cc: P. Noe Johnson, City Law Department

1991 SUBDIVISION EXPENDITURE SUMMARY

SCHEDULE "A"

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: 0.3 METRE RESERVE COSTS	CITY'S SHARE OF EXPENDITURES: NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
- PARADISE GATE ESTATES - CINO FILICE - Odan Corporation - J. David Peters, O.L.S. (File No. S716-34)	74 Lots Hamilton	Item 32 P&D 3-88 88-02-09	Catch Basins & Connections	$0.00	$0.00			
			Curbs & Sidewalks	$0.00	$0.00			
			Finished Roads	$0.00	$0.00			
			Dead End Barricade	$0.00	$0.00			
			Street Lighting	$0.00	$0.00		$661,807.00	$665,827.00
			Fencing	$0.00	$4,020.00	$4,020.00	~~$721,997.00~~	~~$726,017.00~~
							$661,807.00	$665,827.00
TOTALS:				$0.00	$4,020.00	$4,020.00	~~$721,997.00~~	~~$726,017.00~~

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



KEY PLAN

FALKIRK EAST

NTS

NEIGHBOURHOOD

5d

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: February 21, 1991
DEPT FILE: T119-1109H
COMM FILE: 3-11.2

SUBJECT

Poulette Street Bridge
Canadian Pacific Limited

RECOMMENDATION

a) That the Acting Commissioner of Engineering be authorized and directed to make an application to the National Transportation Agency of Canada (NTA) for approval to reconstruct the Poulette Street Overhead Bridge, mileage 38.5, Waterford Subdivision, Canadian Pacific Limited, as a pedestrian bridge; and,

b) That the cost of reconstruction and future maintenance costs be the responsibility of Canadian Pacific Limited.

c) That, in making this application, the City is reserving all rights and remedies it may have pursuant to the Minutes of Settlement dated May 1st, 1986 between the City and CP and, accordingly, such application is to be considered entirely without prejudice to those rights and remedies and no waiver or acquiescence (express or implied) of those rights and remedies can or will be inferred from the City making this application.

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

The estimate of cost to reconstruct the bridge is $105,000. The City's share based on a 15% contribution would be $15,750.

Cont'd .....

Cont'd .....

BACKGROUND

On February 28, 1989, Council in adopting Item 7 of the 5th Report of the Transport and Environment Committee approved the following:

7. That the National Transportation Agency be advised that:

a) Minutes of Settlement (the Minutes) were entered into between the Corporation of the City of Hamilton (the City) and the Toronto, Hamilton and Buffalo Railway Company (T.H. & B.) and Canadian Pacific Limited (C.P.) on May 1st, 1986 for the purpose of resolving an action commenced by the City against T.H. & B. and C.P. in 1981;

b) Paragraph 4 of the Minutes required the City to pass a by-law rescinding By-Law no. 755 and waiving any and all breaches of By-law No. 755 by T.H. & B.;

c) Pursuant to paragraph 4 of the Minutes, the City, on June 25th, 1986, passed By-law 86-194, which rescinded By-law No. 755 and waived any and all breaches of the condition of By-law No.755 by T.H. & B.;

d) Notwithstanding paragraph 4 of the Minutes, paragraph 6 of the same Minutes requires, among other things, that:

i) the T.H. & B. and C.P. integrate the freight rail service and facilities then being operated by T.H. & B. into the C.P. Rail system and to maintain those freight rail facilities at least as effectively and efficiently after integration,

ii) C.P. continue to operate the freight rail service to and within the City of Hamilton and service the industries and businesses established there as effectively and efficiently and with as modern equipment, facilities and freight rail service as it services the industries or businesses of any other city of region of Canada;

e) The effect of paragraph 6 of the Minutes is to preserve the responsibility of C.P. for the construction, repair or maintenance of the Poulette Street Bridge;

Cont'd .....

Cont'd .....

f) The Poulette Street Bridge is a freight rail facility within the meaning of paragraph 6 of the Minutes and, thus, C.P. is obligated to maintain it at least as effectively and efficiently as before;

g) C.P. is obligated to ensure that rail facilities like the Poulette Street Bridge meet modern standards and satisfy present needs.

h) The cost of any work associated with the obligation of T.H. & B. and C.P. under paragraph 6 of the Minutes be borne completely by them; and,

i) Accordingly, C.P. be ordered to reconstruct and maintain, at its own expense, the Poulette Street Bridge.

On March 7th, 1989 the City Solicitor advised NTA of City Council's approval of these recommendations and, further, that these recommendations, along with the Committee Report which contained them, represented the City's written submissions requested by NTA in response to points raised by CP. On April 5th, 1989 CP withdrew its application to NTA for leave to reconstruct the overhead bridge and, at the same time, purported to challenge the jurisdiction of NTA to proceed with any new application. On June 23rd, 1989 NTA advised the parties that it retained jurisdiction to deal with this matter and, in addition, proposed a site meeting involving all the parties.

On June 27th, 1989 the City Law Department advised NTA that, before the City would make a decision on its proposal for a site meeting, it would like to be advised whether NTA had accepted CP's purported withdrawal of its application. On July 7th, 1989 the City Law Department was advised by NTA that it had not accepted CP's purported withdrawal of its application. (Later, the Law Department was orally advised otherwise). On August 25th, 1989, CP advised NTA of its willingness to participate in a site meeting. On November 22nd, 1989, the City Law Department agreed that a site meeting be held.

The site meeting was scheduled for March 22nd, 1990. On March 20th, 1990 the City Law Department was advised by NTA that the site meeting had been postponed indefinitely at the request of CP. On April 5th, 1990 the City Law Department asked NTA what it intended to do next.

On April 20th, 1990 NTA requested CP to advise it whether it would be reactivating its application or submitting a new one. NTA set May 18th, 1989 as the deadline for CP's response. On June 4th, 1990 the City Law Department wrote NTA to find out whether it had been advised by CP on what CP proposed to do.

Cont'd .....

Poulette Street Bridge
Canadian Pacific Limited

Cont'd .....

On June 21st, 1990 CP proposed to the City Law Department that staff representatives of the parties meet to have an off-the-record, informal exchange of views with respect to the matter. City staff representatives agreed. The meeting was set for September 12th, 1990.

CP representatives met with City representatives on September 12, 1990. At this meeting CP raised the question of whether a pedestrian bridge is still needed. The Director of Traffic Services, upon a review of pedestrian counts on the Ray, Pearl, Locke and Dundurn Street Bridges over CP, has concluded that a pedestrian bridge should be reconstructed at this location.

The NTA has recently issued "Guidelines on Apportionment of Costs of Grade Separations".

The Guidelines state in part that:

"For a basic grade separation that reconstructs an existing grade separation where both parties have responsibility or where the reconstruction is for the purposes of the party having no responsibility; the costs of construction are normally to be apportioned as follows:

On projects due primarily to railway development 15% Highway Authority and 85% Railway Company.

The costs of maintenance are normally to be apportioned as follows:

1) All costs of maintenance of the substructure, superstructure and retaining walls of an overhead bridge are to be paid by the highway authority.

2) All other costs of maintenance of an overhead bridge, including the cost of maintaining the railway approaches, track structure, railway drainage and communication facilities are to be paid by the railway company.

Every case will be assessed on its own merits to determine whether the guidelines apply and the NTA retains complete discretion for the apportionment of costs for grade separations. The NTA will issue decisions which vary from the guidelines if appropriate in the circumstances surrounding a particular grade separation project.

As of December 1, 1990, the NTA will be requiring that all applications for new railway line construction or changes to existing railway lines be accompanied by a statement setting out the environmental impact of the proposal.

Cont'd .....

Poulette Street Bridge
Canadian Pacific Limited

Cont'd .....

CONCLUSIONS

For the reasons stated previously in the Council resolution dated February 28, 1989, CP should be responsible for the total cost of reconstruction and future maintenance of the Poulette Street Bridge. However, if the NTA recommends a cost sharing formula of 85% Railway, 15% City of Hamilton, we would recommend proceeding on that basis.

Notwithstanding this, should NTA recommend a cost sharing formula, the City reserves the right to reject this recommendation and instead to proceed with a court action based on a breach of the Minutes of Settlement dated May 1st, 1986 between the City and CP.

RPM:ja

cc: B. Loretto, City Solicitor's Department

5e

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: February 21, 1991
DEPT FILE: T103-14
COMM FILE:

SUBJECT

Annual Overload Permit
Barlin Carriers Inc.

RECOMMENDATION

a) That in accordance with By-Law 89-72, that Barlin Carriers Inc. be given an Annual Overload Permit for the year 1991 for ten (10) tractor trailers to travel upon Wilcox Street, Windermere Road, and Strathearne Avenue; and,

b) That 11% of the total fee of $8,890.00, or $978.00, be credited to City Account No.25827011 (Overload Permit Fees), and that 89% or $7,912.00 be credited to Regional Account No.46025-301502.

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

Ten (10) vehicles carrying 7.0 tonnes overload each at the 1991 $127.00 overload charge per tonne results in a total fee of $8,890.00, of which 11% or $978.00 relates to City streets and 89% or $7,912.00 relates to Regional roads.

Cont'd .....

Annual Overload Permit
Barlin Carriers Inc.

Cont'd .....

BACKGROUND

We have received a request from Barlin Carriers Inc. for an Annual Overload Permit for ten (10) tractor trailer units to haul slag from Dofasco and Stelco along Wilcox Street, Burlington Street, Parkdale Avenue, Windermere Road, Strathearne Avenue, Woodward Avenue and Eastport Drive. Each truck will make approximately fifteen (15) trips per day.

We have reviewed the vehicles and in accordance with By-Law 89-72 and the related current regulations of the Highway Traffic Act, find that the overloads and the related permit fee is as follows:

Ten (10) vehicles - 7.0 tonnes overload each at $127.00 per tonne = $8,890.00.

RK:ja

cc: R. Pietroniro, Regional Finance
cc: R. Hayes, City Treasury Department

5f

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: January 28, 1991
DEPT FILE: T103-23(5)
COMM FILE: 3-11.9.12

SUBJECT

Temporary Street Closure for the Comunita Racalmutese Maria SS Del Monte Religious Festival on June 7, 8 & 9, 1991

RECOMMENDATION

That the following City Streets be temporarily closed on:

Saturday June 8, 1991 from 5:00 p.m. to 10:30 p.m.:

Murray Street East from Hughson Street to James Street
Murray Street West from James Street to McNab Street
James Street North from the C.N.R. bridge north of Murray Street to Barton Street.

Sunday June 9, 1991 from 10:00 a.m. to 1:00 p.m.

Murray Street West from McNab Street to James Street
James Street North from Murray Street to Barton Street
McNab Street North from Barton Street to Murray Street.

Sunday, June 9, 1991 from 2:00 p.m. to 6:00 p.m.

Bay Street North from Barton Street to Murray Street.

Sunday, June 9, 1991 from 6:00 p.m. to 10:30 p.m.

Murray Street East from Hughson Street to James Street
Murray Street West from James Street to McNab Street
James Street North from the C.N.R. bridge north of Murray Street to Barton Street.

Temporary Street Closure for the Comunita Racalmutese Maria SS
Del Monte Religious Festival on June 7, 8 & 9, 1991

Cont'd ....

RECOMMENDATION, Cont'd ....

subject to the following conditions:

i) That the applicant receive "Temporary Street Closure Application" approvals from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;

ii) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department (if deemed appropriate) on the affected roadways, at the expense of the organizing group;

iii) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, at no cost to the City;

iv) That the applicant provide proof of $2,000,000.00 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holds the City harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;

v) That the applicant reimburse the Regional Police, Department of Engineering, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;

vi) That no property owner or resident within the barricaded area be denied access to their property upon request.

viii) That all property owners and tenants along the closed portion of the routes be notified of the event by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

Temporary Street Closure for the Comunita Racalmutese Maria SS Del Monte Religious Festival on June 7, 8 & 9, 1991

Cont'd ....

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

A request has been received from Mr. A. Giglia, Chairman of the Comunita Racalmutese Maria SS Del Monte, for permission to hold a Religious Festival and Parades beginning with a candle procession on Friday, June 7, 1991, from 7:30 p.m. to 9:00 p.m. The procession will require 1 lane of traffic (with a police escort) on Murray Street from Bay to James, James to Colbourne, Colbourne to McNab, McNab to Barton and Barton to All Souls Church.

On Saturday, June 8, 1991 from 10:30 a.m. to 1:00 p.m. a collection fund parade will take place which will require the use of the sidewalk and curb lane (with police escort) on Murray Street from Bay to James, James to Wilson, where the parade will cross over to the east side of James and proceed north on James to Murray for dispersal.

On Saturday, June 8, 1991 from 5:00 p.m. to 10:30 p.m., Mr. Giglia has requested a full closure of Murray Street from McNab to Hughson and James from the C.N.R. bridge on James to Barton, to hold their festival. Access will be provided from emergency vehicles only and police supervision will be provided.

On Sunday, June 9, 1991 from 9:00 a.m. to 10:00 a.m. a walking process will take place (with police escort) using the west curb lane of Bay from Cannon to Murray, Murray from Bay to James, James (west curb) from Murray to Cannon and Cannon from James to Bay.

From 10:00 a.m. to 1:00 p.m. a procession will begin in which the applicant has applied for a complete closure of Murray from McNab to James, James from Murray to Barton and Barton from James to McNab.

The main parade of this festival will take place on Sunday, June 9, 1991 from 2:00 p.m. to 6:00 p.m. The applicant has asked for a full closure of the roads for this parade, which includes, Barton Street from All Souls Church to James, James from Barton to Main, Main from James to Bay, Bay from Main to Murray and Murray from Bay to the C.N.R. grounds east of James.

Temporary Street Closure for the Comunita Racalmutese Maria SS
Del Monte Religious Festival on June 7, 8 & 9, 1991

Cont'd ....

BACKGROUND, Cont'd ....

Upon completion of the parade a festival will begin and the applicant has asked for complete closure of Murray Street from McNab to Hughson and James from the C.N.R. bridge to Barton from 6:00 p.m. to 10:30 p.m.

This is an annual event in Hamilton, attracting large numbers of spectators and participants. It has been Council's practice to approve such requests, provided there is no cost to the City as a result, and that the events are under the supervision of the Regional Police. A similar report has been submitted to the Regional Engineering Services Committee for approval.

JKC:cad

cc: Mayor R. Morrow
cc: L. Sage, City C.A.O.
cc: M. Main, Director
Traffic Services
cc: Staff Sgt. M. Heddle
Regional Police Dept.

5g

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: February 12, 1991
DEPT FILE: S702-44
COMM FILE:

SUBJECT

Future Servicing Costs - Subdivisions

RECOMMENDATION

(i) That the Mayor and City Clerk be authorized and directed to execute an agreement with Queensdale Garden Homes Ltd., owners of the lands known as Bar-Brock Estates, Phase 3, said agreement to state that the owner of Bar-Brock Estates, Phase 3, shall be responsible to pay for the full costs of services on future Gagliano Drive and the agreement be registered on title for Bar-Brock Estates Phase 3.

(ii) That the City Solicitor be authorized and directed to review and upon satisfactory completion to approve the required agreement.

S. Aston

per E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

No City costs.

Cont'd .....

Future Servicing Costs - Subdivisions

Cont'd .....

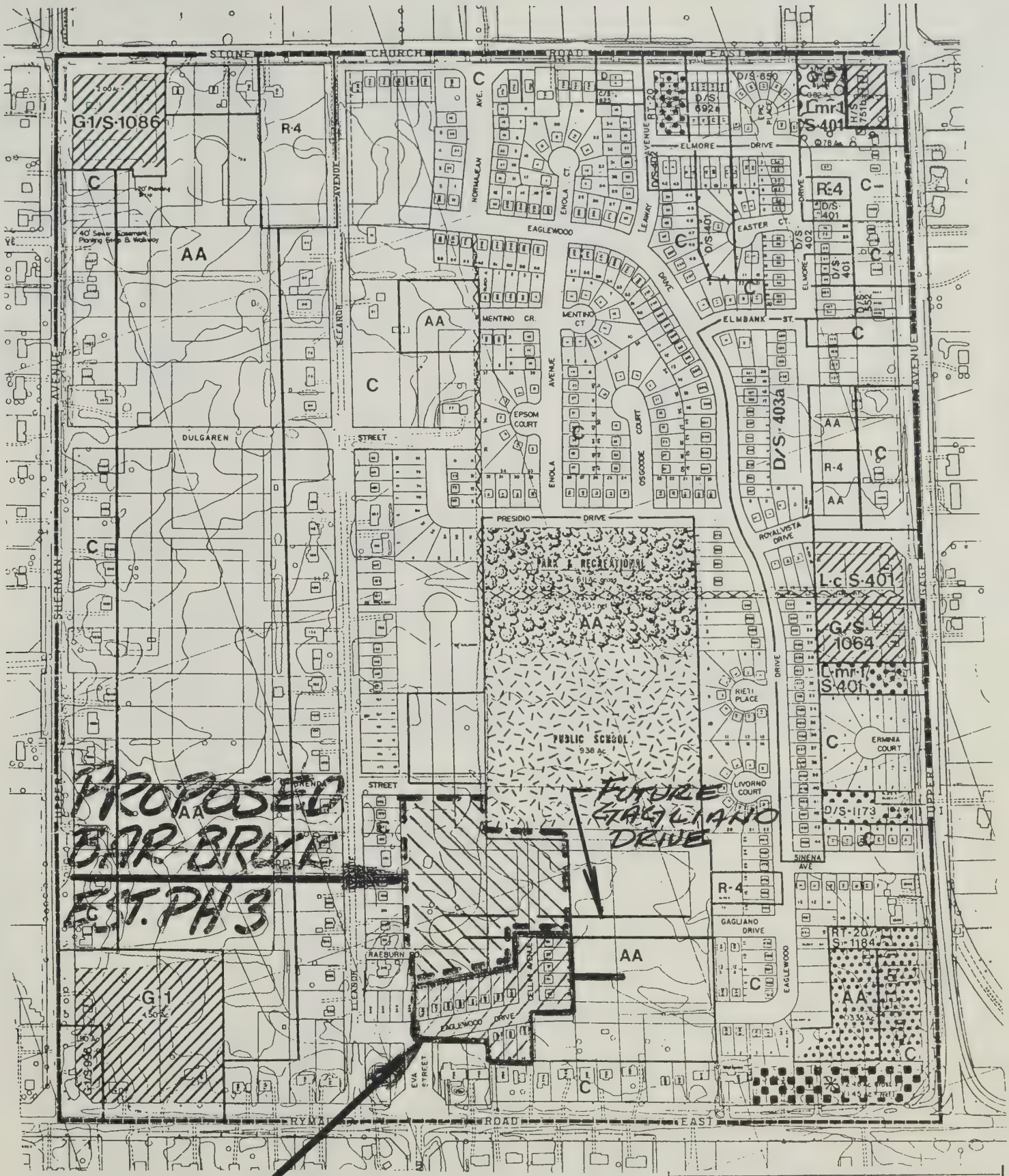
BACKGROUND

Under Schedule "F" of the subdivision agreement, Bar-Brock Estates Phase 2 Registered Plan 62M-643 in the Eleanor neighbourhood the owner (Queendale Garden Homes Limited) was required to post securities for future works to be installed under Bar-Brock Estates Phase 3, adjacent to Lots 9 (see sketches).

Since this development is not expected to be completed for quite some time, the owners have requested a reduction in the security amount for those costs for services the City is currently retaining for future servicing costs effecting adjacent lands owned by them. This reduction for Phase 2, under Schedule "F", is estimated to be $15,375.36. The owners are willing to register on title an agreement to the satisfaction of the City that they or any successive owners will be responsible for the payment of servicing costs associated with future Gagliano Drive. This type of arrangement has been entered into before.

PS:ja

cc: P. Noe Johnson, City Solicitor
cc: K. Avery, City Clerk



CITY OF HAMILTON
PLANNING DEPARTMENT

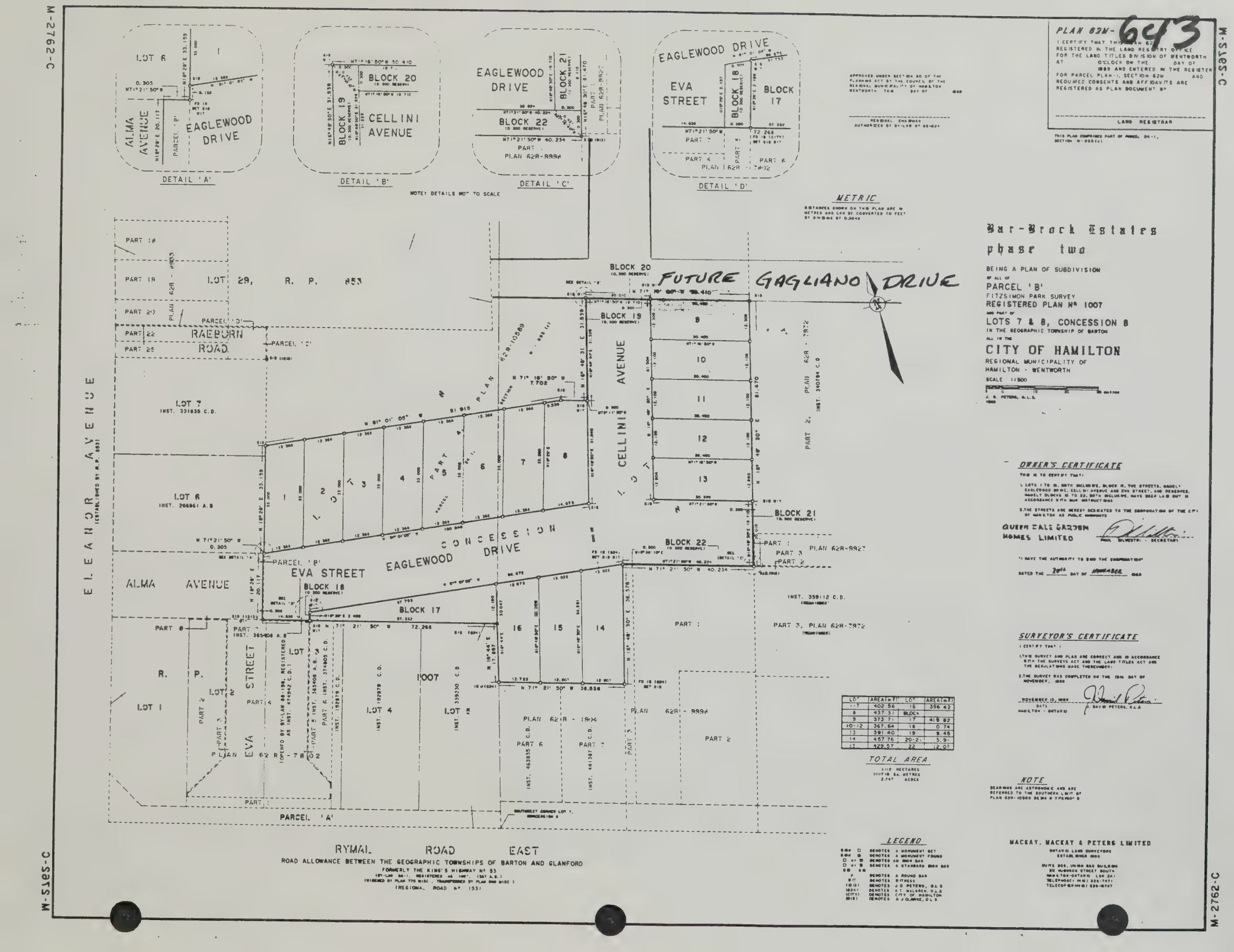
ELEANOR

APPROVED PLAN

NORTH

0 100 m

SCALE 50 m


PLAN 62M-643
I CERTIFY THAT THIS PLAN 62M-643 IS REGISTERED IN THE LAND REGISTRY OFFICE FOR THE LAND TITLES DIVISION OF WENTWORTH AT O'CLOCK ON THE DAY OF 1989 AND ENTERED IN THE REGISTER FOR PARCEL PLAN-1, SECTION 62M AND REQUIRED CONSENTS AND AFFIDAVITS ARE REGISTERED AS PLAN DOCUMENT №
LAND REGISTRAR
THIS PLAN COMPRISES PART OF PARCEL 06-1, SECTION 61-0035(6)
APPROVED UNDER SECTION 50 OF THE PLANNING ACT BY THE COUNCIL OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH THIS DAY OF 1989
REGIONAL CHAIRMAN
AUTHORIZED BY BY-LAW № 89-024
DETAIL 'A'
DETAIL 'B'
DETAIL 'C'
DETAIL 'D'
NOTE: DETAILS NOT TO SCALE
METRIC
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048
Bar-Brock Estates
phase two
BEING A PLAN OF SUBDIVISION
OF ALL OF
PARCEL 'B'
FITZSIMON PARK SURVEY
REGISTERED PLAN № 1007
AND PART OF
LOTS 7 & 8, CONCESSION 8
IN THE GEOGRAPHIC TOWNSHIP OF BARTON
ALL IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF
HAMILTON - WENTWORTH
SCALE 1:500
A. B. PETERS, O.L.S.
1989
FUTURE GAGLIANO DRIVE
ELEANOR AVENUE
(ESTABL. BWED BY A.P. 1863)
CELLINI AVENUE
EAGLEWOOD DRIVE
EVA STREET
ALMA AVENUE
RAEBURN ROAD
CONCESSION
LOT 29, R. P. 853
LOT 7 INST. 331835 C.D.
LOT 6 INST. 266961 A.B.
PLAN 62R-10589
PLAN 62R-7972
PLAN 62R-9927
PLAN 62R-1914
PLAN 62R-9998
PLAN 62R-7702
INST. 359112 C.D.
INST. 340784 C.D.
PARCEL 'A'
PARCEL 'B'
BLOCK 16 (0.300 RESERVE)
BLOCK 17
BLOCK 18 (0.300 RESERVE)
BLOCK 19 (0.300 RESERVE)
BLOCK 20 (0.300 RESERVE)
BLOCK 21 (0.300 RESERVE)
BLOCK 22 (0.300 RESERVE)
1007
RYMAL ROAD EAST
ROAD ALLOWANCE BETWEEN THE GEOGRAPHIC TOWNSHIPS OF BARTON AND GLANFORD
FORMERLY THE KING'S HIGHWAY № 53
(BY-LAW 56-1, REGISTERED AS 1467, (367 A.B.))
(WIDENED BY PLAN 770 WISC., TRANSFERRED BY PLAN 848 WISC.)
(REGIONAL ROAD № 153)
OWNER'S CERTIFICATE
THIS IS TO CERTIFY THAT:
1. LOTS 1 TO 13, BOTH INCLUSIVE, BLOCK 16, THE STREETS, NAMELY, EAGLEWOOD DRIVE, CELLINI AVENUE AND EVA STREET, AND RESERVES, NAMELY BLOCKS 20 TO 22, BOTH INCLUSIVE, HAVE BEEN LAID OUT IN ACCORDANCE WITH OUR INSTRUCTIONS.
2. THE STREETS ARE HEREBY DEDICATED TO THE CORPORATION OF THE CITY OF HAMILTON AS PUBLIC HIGHWAYS.
QUEEN DALE GARDEN HOMES LIMITED
PAUL SILVESTRI - SECRETARY
I HAVE THE AUTHORITY TO BIND THE CORPORATION
DATED THE 20th DAY OF NOVEMBER 1989
SURVEYOR'S CERTIFICATE
I CERTIFY THAT:
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE THEREUNDER;
2. THE SURVEY WAS COMPLETED ON THE 13th DAY OF NOVEMBER, 1989
NOVEMBER 13, 1989
DATE
HAMILTON - ONTARIO
D. DAVID PETERS, O.L.S.
LOT AREA(m²) LOT AREA(m²)
1-7 402.56 15 396.42
8 437.31 BLOCK
9 373.71 17 419.82
10-12 367.64 18 0.74
13 391.40 19 9.45
14 457.76 20-21 5.91
16 429.57 22 12.07
TOTAL AREA
1.112 HECTARES
11117.10 Sq. METRES
2.747 ACRES
NOTE
BEARINGS ARE ASTRONOMIC AND ARE REFERRED TO THE SOUTHERLY LIMIT OF PLAN 62M-1000 BEING N 71°21'50" W
LEGEND
DENOTES A MONUMENT SET
DENOTES A MONUMENT FOUND
DENOTES AN IRON BAR
DENOTES A STANDARD IRON BAR
DENOTES A ROUND BAR
DENOTES WITNESS
(J.D.P.) DENOTES J.D. PETERS, O.L.S.
(A.T.) DENOTES A.T. WALKER, O.L.S.
(CITY) DENOTES CITY OF HAMILTON
(A.C.) DENOTES A.J. CLARKE, O.L.S.
MACKAY, MACKAY & PETERS LIMITED
ONTARIO LAND SURVEYORS
ESTABLISHED 1906
SUITE 206, UNION GAS BUILDING
50 HUGHSON STREET SOUTH
HAMILTON - ONTARIO L8N 2A1
TELEPHONE (416) 526-7471
TELECOPIER (416) 526-6757
M-2762-C
M-5165-C

5h.

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: February 15, 1991
DEPT FILE: T103-37
COMM FILE: 3-11-7

SUBJECT

Banner Display Application
Monday June 17, 1991 to Monday June 24, 1991

RECOMMENDATION

That the application of the City of Hamilton, Department of Culture and Recreation be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, June 17, 1991 to Monday June 24, 1991, with the following message:

THE ONTARIO GAMES FOR THE PHYSICALLY DISABLED

JULY 5th, 6th AND 7th HAMILTON

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $215.00, plus 7% G.S.T. payable to the City of Hamilton, c/o Public Works Department, is required.

Cont'd...

Banner Display Application
Monday June 17, 1991 to Monday June 24, 1991

February 15, 1991

BACKGROUND

We have received an application from the City of Hamilton, Department of Culture of Recreation requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application. This application is being presented to your Committee because (The Culture and Recreation Department) has never erected a banner for the Disabled Games before, and Council direction is that new applications be reviewed by Council the first time through the process.

JKC:bm

cc: H. Reinhold, Public Works

5i

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: February 15, 1991
DEPT FILE: T103-37
COMM FILE: 3-11-7

SUBJECT

Banner Display Application
Monday March 16, 1992 to Monday March 24, 1992
Monday March 15, 1993 to Monday March 23, 1993
Monday March 14, 1994 to Monday March 22, 1994

RECOMMENDATION

That the application of Peter Rhodes on behalf of the Around The Bay Road Race Organization (125-804 Wellington Street North, Hamilton) be permitted to display a promotional banner across Main Street West in front of City Hall, from:

i) Monday March 16, 1992 to Monday March 24, 1992
ii) Monday March 15, 1993 to Monday March 23, 1993
ii) Monday March 14, 1994 to Monday March 22, 1994

with following message:

AROUND THE BAY ROAD RACE

OLDEST ROAD RACE IN NORTH AMERICA

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

Cont'd....

Banner Display Application

February 15, 1991

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $215.00, plus 7% G.S.T. payable to the City of Hamilton, c/o Public Works Department, is required each requested date.

BACKGROUND

We have received an application from The Around The Bay Race Organization, requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application. This application is being presented to your Committee because the above mentioned organization has never erected a banner before and Council direction is that new applicants be reviewed by Council the first time through the process.

JKC:bm

cc: H. Reinhold, Public Works

5j

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: February 11, 1991
DEPT FILE: T108-01
COMM FILE: 3-15.1

SUBJECT

1991 Maintenance Costs for Automatic Protection at Level Crossings

RECOMMENDATION

a) That the Acting Commissioner of Engineering be authorized and directed to issue purchase orders, on behalf of the City of Hamilton, as follows once the 1991 Current Budget is approved

CN Rail - $60,000
CP Rail - $92,300

b) That the expenditures be charged to Account No. CH57408 52010

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations".

BACKGROUND

There are presently 36 railway crossings on City streets protected with either bells and lights, or bells, lights and gates. This automatic protection must be maintained

Cont'd .....

1991 Maintenance Costs for Automatic Protection at Level Crossings

Cont'd .....

constantly according to standards set by Transport Canada in Ottawa. In addition, Transport Canada and the National Transportation Agency of Canada (NTA) have issued individual Board Orders for each crossing which specify the party responsible for performing the maintenance and the appropriate cost sharing.

The Railways are responsible for performing the required maintenance to all crossings with automatic protection. The City's share of these costs is generally 50% in accordance with the Board Orders.

The Preliminary 1991 Current Budget contains $152,300 for the City's share of this work. Prior to any payment to either Railway our staff reviews the individual invoices as they are submitted to verify the amounts and determine that the amount is in keeping with the cost sharing outlined in the Board Orders.

RPM:ja

cc: E.C. Matthews, City Treasurer
Att: M. B. Chandrashekar

5K

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: February 26, 1991
DEPT FILE: 3-11.5
COMM FILE: T103-51
ID: 0043D

SUBJECT

Inadvertent Encroachment Agreements

RECOMMENDATION

That the applications for Inadvertent Encroachment Agreements as outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

a) That the owners inter into agreements satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor, and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

c) That a first year fee and a subsequent annual fee as determined in schedule "A" be set for this privilege.

FINANCIAL IMPLICATIONS

See above "Recommendations".

per E.M. Gill, P. Eng.
Commissioner of Engineering

Cont'd...

Inadvertent Encroachment Agreements

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. The City has allowed these types of encroachments in the past.

JKC/bm

cc: S. Gabruss, City Solicitor's Department

SCHEDULE "A"

City Council Date:_____

Location	Type of Encroachment	Solicitor/Agent	Fees 1st Year/Annual	File No.
431 Cumberland Avenue	Bay window 7'6" x 2'0" Brick Chiminey 0.35' x 3'6"	O'Brien, Skrtich Barristers and Solicitors 26 King Street East Stoney Creek, Ontario L8G 18	$105.00/$20.00	T103-50(886)
168 1/2 MacNab Street N.	Aluminum awning (2.8' x 17.2')	Bartorline, Berlingiere 154 Main Street East Suite 201, Hamilton, Ontario L8N 1G9	$105.00/$20.00	T103-50(904)
272 Jackson Street West	Building (.56' x 27.5') Porch (.02' x 19.46')	Agio, Zaffiro, Parente, Orzel, Baker 4th Floor, 1 James Street S. Hamilton, Ontario L8N 3G6	$105.00/$20.00	T103-50(868)
51 London Street North	Concrete Steps (.030 x 29m)	Yachetti, Lanja, Restivio Barristers and Solicitors 105 Main Street East Suite 800 Hamilton, Ontario L8N 3P9	$105.00/$20.00	T103-50(919)

Cont'd...

Schedule "A"

Location	Type of Encroachment	Solicitor/Agent	Fees 1st Year/Annual	File No.
16 Kingsway Drive	Front steps and retaining Wall (38.03' x 17.00')	Genesee, Genesee, Comporese and Clarke Barristers,Soliciters, Notaries Public 143 Main Street East Hamilton, Ontario L8N 1G4	$105.00/$20.00	T103-50(911)
142 Cope Street	Concrete steps	Yachetti, Lanza, Resivio Barristers and Soliciters 800-105 Main Street Hamilton, Ontario L8N 3D9	$105.00/$20.00	T103-50(921)
117 Barton Street (Encroachment on Mary Street)	Portion of the building Measuring 0.47' x 18.82'	Foreman and Rosenblatt Barristers and Solicitors 425 York Boulevard Hamilton, Ontario L8R 3K3	$105.00/$20.00	T103-50(894)

5l

FOR ACTION FEB 27 1991

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: February 27, 1991
DEPT FILE: T108-03
COMM FILE: 3-11.2

SUBJECT

Proposed Abandonment of a Portion of CN Rail's Hagersville Subdivision Including the Ferguson Avenue Spur, Hamilton

RECOMMENDATION

That CN Rail be advised that the City of Hamilton agrees with their proposal to abandon a portion of the Hagersville Subdivision trackage from the north side of Barton Street at Ferguson Avenue to approximately 30m south of Stone Church Road, Hamilton, in accordance with the following conditions:

a) CN Rail shall deed the Region of Hamilton-Wentworth/City of Hamilton its right-of-way or rights as is, where is, from the north side of Barton Street southward to a point approximately 30 metres south of Stone Church Road (mile 6.5) except for CN Rail land in the south east quadrant of Barton Street and Ferguson Avenue, lands between Main and King Streets and the section of CN Rail's right-of-way from just west of Liberty Street to the east end of the CN/CP Rail interchange.

b) The Region/City of Hamilton shall agree to the abandonment of the spur in two segments. The first segment would be from near the east end of the CN/CP Rail interchange (mile 1.5) to the end of spur (mile 6.5, south of Stone Church Road). The second segment would be from the north side of Barton Street southward along Ferguson Avenue to mile 1.5.

c) The Region/City shall agree to CN Rail removing the salvageable railway portion of all road crossing warning signals (RCWS) with the Region/City removing and/or modifying the highway portion of those RCWS that are interconnected to the traffic lights at Wilson Street.

Cont'd .....

Proposed Abandonment of a Portion of CN Rail's Hagersville Subdivision
Including the Ferguson Avenue Spur, Hamilton

Cont'd .....

d) The Region/City shall be responsible to take over CN Rail's responsibilities for all bridges and grade separations on this 6.5 mile spur, including the Barton Street bridge between Ferguson Avenue and Wellington Street. The Region/City shall be responsible to remove all trackage, ties and other appurtenances within the right-of-way and to reconstruct all streets and level crossings at the Region's/City's cost.

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

The annual savings to the City, if the crossing signals were removed from level crossings along this line, would be approximately $14,000. The land to be deeded to the Region/City by CN Rail for $1.00 is approximately 309 ha. The right-of-way will be ideally suited as part of a bikeway route system.

BACKGROUND

The abandonment and removal of this trackage has been a topic of discussion since 1975. On April 1, 1986, Regional Council, in adopting Section 7 of the 5th Report of the Transportation Services Committee, authorized the Commissioner of Transportation to continue to meet with the Canadian Transport Commission (now the National Transportation Agency of Canada - NTA) and Canadian National Railways (CN Rail) to discuss the abandonment.

The Hagersville Subdivision affected by the proposal is shown on the attached plan. The track is not being used at the present time. The proposed abandonment will eliminate approximately one mile of street trackage. There are seven (7) grade separations and twelve (12) level crossings within the limits of the existing trackage which is proposed for abandonment. Several of the level crossings are major roads with a history of train/vehicle conflicts. The Stone Church Road grade separation causes a severe visibility problem due to the proximity of the Dartnall Road intersection. The Barton Street bridge between Ferguson Avenue and Wellington Street is now redundant since the siding under the bridge has been removed.

Cont'd .....

Proposed Abandonment of a Portion of CN Rail's Hagersville Subdivision
Including the Ferguson Avenue Spur, Hamilton

Cont'd .....

It would be prudent for the Region to demolish this structure during the reconstruction of Barton Street between Ferguson Avenue and Wellington Street which is scheduled for this year. CN Rail have indicated they have no plans to demolish the structure in the foreseeable future because it is in good condition.

The latest proposal put forward by CN Rail is as follows:

CN Rail shall for a nominal amount ($1.00), deed the Region of Hamilton-Wentworth/City of Hamilton its right-of-way or rights as is, where is, from the north side of Barton Street southward to a point approximately 30 metres south of Stone Church Road (mile 6.5), except for three areas. The first area is CN Rail land in the south east quadrant of Barton Street and Ferguson Avenue. The second exception would be the CN Rail owned lands between Main Street and King Street, which CN Rail considers are developable. The third block would be the section of CN Rail's right-of-way from just west of Liberty Street to the east end of the CN/ CP Rail interchange. CN Rail considers this land should be first offered to CP Rail to form a portion of their operated right-of-way.

The Region/City shall agree to the abandonment of the spur in two segments. The first segment would be from near the east end of the CN/CP Rail interchange (mile 1.5) to the end of the spur (mile 6.5, south of Stone Church Road). The second segment would be from the north side of Barton Street southward along Ferguson Avenue to mile 1.5. The two phased abandonment would permit the first segment to be abandoned to meet the Region's schedule for design for the Red Hill Creek Expressway, while providing CN Rail time to obtain an interchange agreement for the formalization of the relocated CN/CP Rail interchange.

The Region/City shall agree to CN Rail removing the salvageable railway portion of all road crossing warning signals (RCWS) with the Region removing and/or modifying the highway portion of those RCWS that are interconnected to the traffic lights (Wilson Street).

The Region/City shall be responsible to take over CN Rail's responsibilities for all bridges and grade separations on this 6.5 mile spur, including the Barton Street bridge between Ferguson Avenue and Wellington Street. The Region/City shall be responsible to remove all trackage, ties and other appurtenances within the right-of-way and to reconstruct all streets and level crossings at the Region's/City's cost.

Cont'd .....

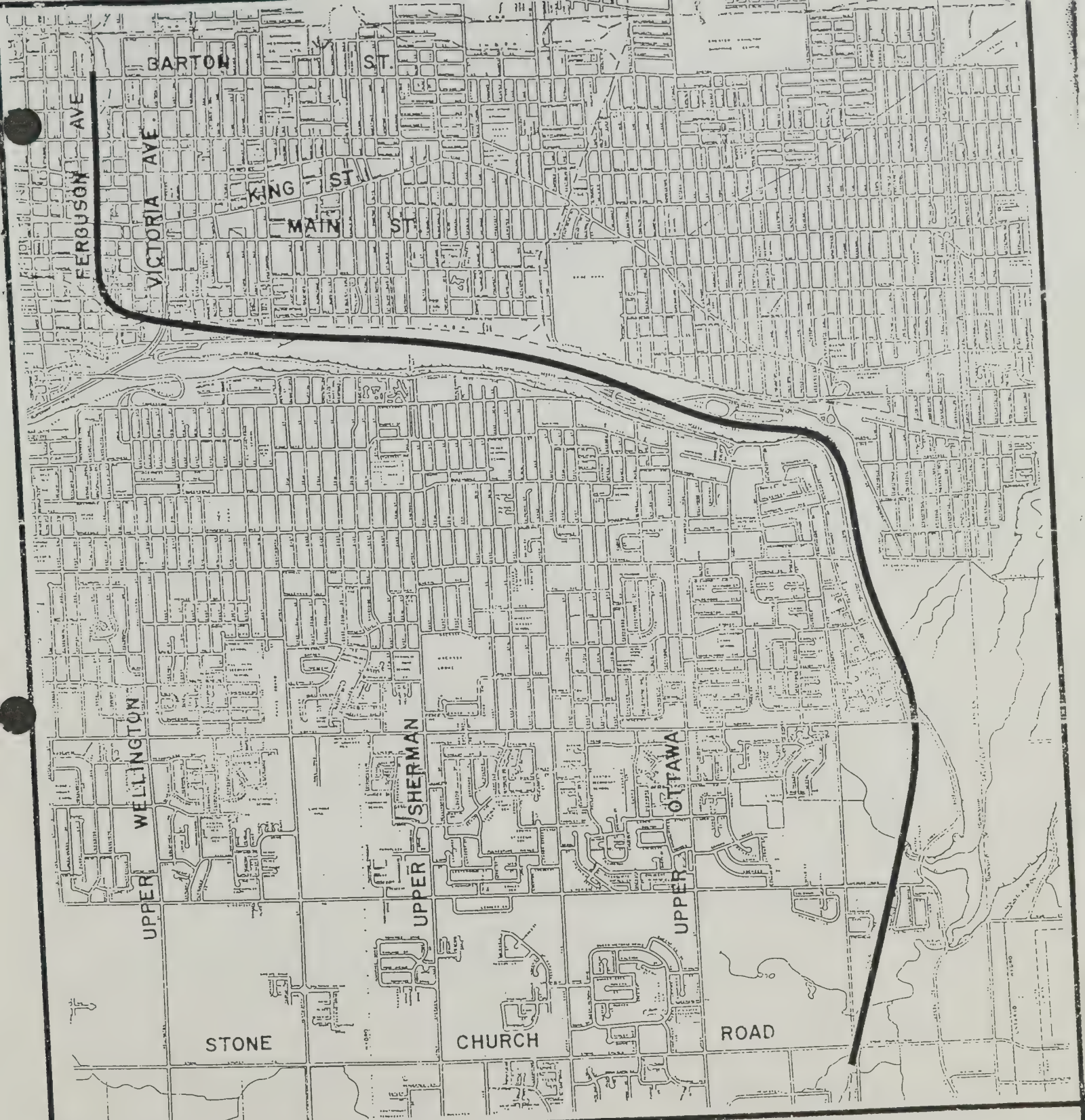
Proposed Abandonment of a Portion of CN Rail's Hagersville Subdivision
Including the Ferguson Avenue Spur, Hamilton

Cont'd .....

This is conditional upon successful completion of an agreement between CN Rail and CP Rail that will eliminate the need for the two railways to exchange rail cars at the present legal interchange trackage near Victoria and Charlton Avenues. Negotiations are presently in progress between the railways concerning a new interchange agreement.

CN Rail has removed the deck from the Stone Church Road bridge and is prepared to give the Region permission to proceed with the removal of the abutments upon acknowledgement that the above proposal is acceptable to the Region. Also upon receipt of the Region's/City's acceptance, CN Rail shall advise the NTA that is has abandoned the portion of the trackage south of the CN/CP Rail interchange tracks pursuant to Section 159(2) of the National Transportation Act (1987). CN Rail shall do likewise for the portion between Barton Street and the interchange once the new interchange agreement is in place.

RPM:ja
Attach.



LEGEND

RAILWAY TRACKS PROPOSED TO BE ABANDONED

SCALE	FILE NO.	NORTH
	T108-03	

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF TRANSPORTATION

K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

TEL. 546-2700
FAX: 546-2095

1991 March 11

URBAN/MUNICIPAL
CA4 ON HBL A05
C 51 T6 1991

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1991 March 18
9:30 o'clock a.m.
Room 233, City Hall

Tina Agnello, Secretary
Transport and Environment Committee

AGENDA:

1. Approval of the minutes of the Transport and Environment Committee meeting held Monday, March 4, 1991

2. **MANAGER OF PURCHASING**

   Supply and delivery of Sign Blanks, Traffic Department

3. **ACTING COMMISSIONER OF ENGINEERING**

   (a) Proposed Bench Advertising Agreement

   (b) Proposal to narrow Glengarry Avenue to one lane, from King Street East to a point 28.6m northerly

(c) Incorporating certain City lands into various streets by By-law

(d) Proposed construction of an Independent Concrete Sidewalks on the south side of Limeridge Road between Upper Sherman Avenue and Upper Wentworth

(e) Acceptance of Title by the City of parts 21 to 24 (inclusive) and Parts 27 to 30 (inclusive) on a Plan of Reference from the Region in accordance with the "Effort Gardens" subdivision in Hamilton.

4. <u>DIRECTOR OF TRAFFIC SERVICES</u>

(a) **Parking Regulations**

(i) West side of Prospect Street South, south of Maplewood Avenue

(ii) West side of Hughson Street North between Macauley Street and Picton Street

(iii) North side of Bendamere Avenue between Geneva Drive and Columbia Drive

(iv) Macassa Avenue between Upper Sherman Avenue and East 33rd Street

(b) Appointment of Parking Control Officers

(c) No. 70 Burton Street - Removal of Wheelchair Loading Zone

(d) Apartment building at 123 Charlton Avenue East - Application for a Time Limit Exemption Permit

(e) No. 17 Woodbine Crescent - Removal of a Reserved "Permit Parking" space for a Handicapped Resident

(f) No. 101 Barnsdale Avenue North - discharge of Residential Boulevard Parking Agreement

(g) Intersection of Laurier & Delmar Drive - Corner Clearances

5. **DIRECTOR OF PROPERTY**

(a) Offer to Purchase (Easement) Union Gas Limited - City land - south side of Stone Church Road East

(b) Crescent Oil Co. of Canada - Land use - Confidential Report (tabled from previous meeting)

6. **ALDERMAN H. MERLING**

Public meeting regarding Pedestrian Safety

7. **OTHER BUSINESS**

8. **ADJOURNMENT**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Pedestrian Crossings	August 20, 1990	Mr. M. Main	Pending
2.	Street Lights on Ravenscliffe Avenue	September 17, 1990	Ald V.J. Agro	Tabled
3.	West side of Balsam Avenue between King Street and Cannon Street - Parking Regulation	March 4, 1991	Ald D. Drury	Tabled

Dated: 1991 March 11

T. Agnello
Secretary

Monday, March 4, 1991
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present:	Alderman H. Merling, Chairman Alderman T. Cooke Alderman D. Drury Alderman D. Wilson Alderman D. Agostino
Regrets:	Mayor R. M. Morrow - Civic Business Alderman V. J. Agro, Vice-Chairman - Civic Business Alderman V. Formosi Alderman T. Murray - Vacation
Also Present:	Mr. L. Sage, Chief Administrative Officer Mr. J. G. Pavelka, Director of Public Works Mr. D. Lobo, Public Works Department Mr. G. S. Aston, Acting Director, Engineering Planning, Regional Engineering Department Mr. Reg Meirs, Manager of Project Planning, Regional Engineering Department Mr. M. Main, Director, Traffic Department Mr. D. Vyce, Director of Property Mr. M. Watson, Manager, Real Estate Division Mr. B. Loretto, Law Department Mr. B. Janssen, Planning Ms. T. Agnello, Secretary

1. APPROVAL OF THE MINUTES

The minutes of the meeting held Monday, February 18, 1991 were approved as circulated.

2. CITY SOLICITOR

Local Improvements of Concrete Sidewalks on the west side of Centennial Parkway between Delawana Drive and Barton Street.

As submitted by the City Solicitor in a Report dated February 14, 1991 the Committee recommended to Council as follows:

That City Council enact the appropriate By-law for the construction of local improvements of concrete sidewalks on the west side of Centennial Parkway between Delawana Drive and Barton Street.

3. DIRECTOR OF PUBLIC WORKS

Industrial Roadside Beautification Program - 239 Lottridge Street.

As submitted by the Director of Public Works in a Report dated February 22, 1991 the Committee recommended to Council as follows:

(a) That the City of Hamilton enter into a cost sharing agreement with Hotz and Sons Company for an amount of $3,000. for the beautification of the road allowance at 239 Lottridge Street.

(b) That the $3,000 be charged to Account No. CH55399 60437 Beautification of Industrial Roadside Areas.

(c) That Hotz and Sons Company be responsible for ensuring that underground utility locates are clear before proceeding with any landscaping.

4. DIRECTOR OF TRAFFIC SERVICES

4.1 Pursuant to recommendations in various reports submitted by the Director of Traffic Services, the Committee recommended to Council that By-law No. 89-72 be amended as follows:

(a) **Intersection Control - Columbia Drive and Marcus Avenue**

That northbound traffic on Marcus Avenue be required to stop for eastbound and westbound traffic on Columbia Drive.

(b) **Taxi Stand on King Street east in front of Royal Connaught Hotel**

That the existing public taxi stand on the south side of King Street in front of the Royal Connaught Hotel be rescinded to allow loading and unloading by all vehicles to occur in this area.

(c) **Royal Avenue between Leland Avenue and the west end**

That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of Royal Avenue between Leland Avenue and the west end.

(d) **North side of Colbourne Street between Park Street and MacNab Street**

(i) That existing "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on the north side of Colbourne Street between Park Street and MacNab Street be replaced with a "Permit Parking" regulation; and

(ii) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to each of the first twelve eligible applicants residing on Colbourne Street between Park Street and MacNab Street.

(e) **Request for a School Bus Loading Zone - west side of Lawson Street, north of Folkestone Avenue**

That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Lawson Street commencing at a point 203 feet north of Folkestone Avenue and extending to a point 40 feet northerly therefrom.

(f) **Addition of new bus stops - Upper Kenilworth route**

That in accordance with the request of the Hamilton Street Railway company the following bus stop additions be approved:

- Outbound - Upper Kenilworth Avenue, 244 metres south of the south curb line of Landron Avenue (M/B).

- Inbound - Upper Kenilworth Avenue, 287 metres north of the north curb line of Limeridge Road East (M/B).

4.2 **West side of Balsam Avenue between King Street and Cannon Street.**

The Committee was in receipt of a report from the Director of Traffic Services dated February 13, 1991.

Upon the request of Alderman Drury, the Committee agreed to table the item, in order to obtain additional information from residents.

5. ACTING COMMISSIONER OF ENGINEERING

5.1 **Incorporating Certain City lands into various streets by By-law.**

As submitted by the Acting Commissioner of Engineering in a Report dated February 21, 1991 the Committee recommended to Council as follows:

That the City lands known as Part of Part 4, Plan 62R-6807 be incorporated into Limeridge Road.

5.2 **Proposed construction of an independent concrete sidewalk**

As submitted by the Acting Commissioner of Engineering in a Report dated February 21, 1991 the Committee recommended to Council as follows:

(a) That the construction of an independent concrete sidewalk on the east side of Centennial Parkway between the City of Hamilton/City of Stoney Creek limits and Vineyard Road be proceeded with as a local improvement pursuant to Section 12 of The Local Improvement Act, at an estimated gross cost of $23,748. as provided for in the 1991 portion of the 1991-1995 Capital Budget, City's Share ($8,472.) and Owner's Share ($15,276.); and

(b) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and

(c) That the Acting Commissioner of Engineering be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received; and

(d) That the City Clerk and City Treasurer be directed to give the necessary notice of the Council's intention to undertake these works.

5.3 **1991 Servicing Expenditures Related to Subdivisions - Paradise Gate Estates**

As submitted by the Acting Commissioner of Engineering in a Report dated February 22, 1991 the Committee recommended to Council as follows:

(a) That the schedules for the estimated costs of services in Paradise Gate Estates, Hamilton, City's Share - $4,020., Subdivider's Share $661,807. be adopted for inclusion in the Subdivision Agreement with the owners.

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements between the City and the respective owners.

(c) That the approval of the above clauses be subject to the condition that no work be commended until the Final Survey Plan and Subdivision Agreement have been registered.

(e) That in the event the Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-servicing.

(e) That the City's share of the cost of service for this development ($4,020.) be approved, and that the Finance and Administration Committee recommend the source of funding for projects.

5.4 **Reconstruction of Poulette Street Pedestrian Bridge - Canadian Pacific Ltd.**

As submitted by the Acting Commissioner of Engineering in a Report dated February 21, 1991 the Committee recommended to Council as follows:

(a) That the Acting Commissioner of Engineering be authorized and directed to make an application to the National Transportation Agency of Canada (NTA) for approval to reconstruct the Poulette Street Overhead Bridge, mileage 38.5, Waterford Subdivision, Canadian Pacific Limited, as a pedestrian bridge; and

(b) That the cost of reconstruction and future maintenance costs be the responsibility of Canadian Pacific Limited.

(c) That, in making this application, the City reserves all rights and remedies it may have pursuant to the Minutes of Settlement dated May 1, 1986 between the City and CP and, accordingly, such application is to be considered entirely without prejudice to those rights and remedies and no waiver or acquiescence (express or implied) of those rights and remedies can or will be inferred from the City making this application.

5.5 **Annual Overload Permit - Barlin Carriers Inc.**

As submitted by the Acting Commissioner of Engineering in a Report dated February 21, 1991 the Committee recommended to Council as follows:

(a) That in accordance with By-law 89-72 that Barlin Carriers Inc. be given an Annual Overload Permit for the year 1991 for ten (10) tractor trailers to travel upon Wilcox Street, Windermere road, and Strathearne Avenue; and

(b) That 11% of the total fee of $8,890. or $978. be credited to City Account No. 25827011 (Overload Permit Fees), and that 89% or $7,912. be credited to Regional Account No. 46025-301502.

5.6 **Temporary closure - June 7, 8, and 9, Comunita Racalmutese Maria SS Del Monte Religious Festival**

As submitted by the Acting Commissioner of Engineering in a Report dated February 28, 1991 the Committee recommended to Council as follows:

That the following City streets be temporarily closed on:

(a) Saturday, June 8, 1991 from 5:00 p.m. to 10:30 p.m.

Murray Street East from Hughson Street to James Street
Murray Street West from James Street to MacNab Street
James Street North from the C.N.R. Bridge north of Murray Street to Barton Street

(b) Sunday, June 9, 1991 from 10:00 a.m. to 1:00 p.m.

Murray Street West from MacNab Street to James Street
James street North from Murray street to Barton Street
MacNab Street North from Barton Street to Murray Street

(c) Sunday, June 9 1991 from 2:00 p.m. to 6:00 p.m.

Bay Street North from Barton street to Murray Street

(d) Sunday June 9 1991 from 6:00 p.m. to 10:30 P.M.

Murray Street East from Hughson Street to James Street
Murray Street West from James Street to MacNab Street
James Street North from the C.N.R. Bridge north of Murray Street to Barton Street

Subject to the following conditions:

(i) That the applicant receive "Temporary street Closure Application" approvals from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group; and

(ii) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department (if deemed appropriate) on the affected roadways, at the expense of the organizing group; and

(iii) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, at no costs to the City; and

(iv) That the applicant provide proof of $2,000,000. public liability insurance, naming the City as an added insured party with a provision for cross liability, and holds the City harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss; and

(v) That the applicant reimburse the Regional Police, Department of Engineering, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event; and

(vi) That no property owner or resident within the barricaded area be denied access to their property upon request; and

(vii) That all property owners and tenants along the closed portion of the routes be notified of the event by the applicant at least four (4) weeks prior to the event in a form acceptable to the Commissioner of Engineering.

5.7 **Future Servicing Costs Agreement - Bar-Brock Estates, Phase 3**

As submitted by the Acting Commissioner of Engineering in a Report dated February 12, 1991 the Committee recommended to Council as follows:

(a) That the Mayor and City Clerk be authorized and directed to execute an agreement with Queensdale Garden Homes Ltd., owners of the lands known as Bar-Brock estates, Phase 3, said agreement to state that the owner of Bar-Brock Estates, Phase 3 shall be responsible to pay for the full costs of services on future Gagliano Drive and the agreement be registered on title for Bar-Brock Estates Phase 3.

(b) That the City Solicitor be authorized and directed to review and upon satisfactory completion to approve the required agreement.

5.8 **Banner Display Application - June 17 - 24, 1991 - Ontario Games for the Physically Disabled.**

As submitted by the Acting Commissioner of Engineering in a Report dated February 15, 1991 the Committee recommended to Council as follows:

That the application of the City of Hamilton, Department of Culture and Recreation

be approved to display a promotional banner across Main Street West in front of City Hall, from Monday, June 17, 1991 to Monday, June 24, 1991, with the following message:

THE ONTARIO GAMES FOR THE PHYSICALLY DISABLED

JULY 5TH, 6TH AND 7TH HAMILTON

5.9 **Banner Display Application - March 16 - 24, 1992, March 15 - 12, 1993, March 14 - 22, 1994 - Around-the-Bay Road Race**

As submitted by the Acting Commissioner of Engineering in a Report dated February 15, 1991 the Committee recommended to Council as follows:

That the application of Peter Rhodes on behalf of the Around-the-Bay Road Race Organization (125-804 Wellington Street North, Hamilton) be permitted to display a promotional banner across Main Street West in front of City Hall, from:

(a) Monday, March 16, 1992 to Monday, March 24, 1992
(b) Monday, March 15, 1993 to Monday, March 23, 1993
(c) Monday, March 14, 1994 to Monday, March 22, 1994

with the following message:

AROUND THE BAY ROAD RACE

OLDEST ROAD RACE IN NORTH AMERICA

5.10 **1991 Maintenance Costs for Automatic Protection at Level Crossings.**

As submitted by the Acting Commissioner of Engineering in a Report dated February 11, 1991 the Committee recommended to Council as follows:

(a) That the Acting Commissioner of Engineering be authorized and directed to issue purchase orders, on behalf of the City of Hamilton, as follows once the 1991 Current Budget is approved:

CN Rail - $60,000
CP Rail - $92,300

(b) That the expenditures be charged to Account No. CH57408 52010.

5.11 **Inadvertent Encroachment Agreements.**

As submitted by the Acting Commissioner of Engineering in a Report dated February 26, 1991 the Committee recommended to Council as follows:

That the applications for Inadvertent Encroachment Agreements as outlined in Schedule "A" appended hereto, be approved during the pleasure of Council provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

(c) That a first year fee and a subsequent annual fee as determined in schedule "A" be set for this privilege.

5.12 **Proposed abandonment of a portion of CN Rail's Hagersville Subdivision including the Ferguson Avenue Spur, Hamilton.**

That CN Rail be advised that the City of Hamilton agrees with their proposal to abandon a portion of the Hagersville Subdivision trackage from the north side of Barton Street at Ferguson Avenue to approximately 30m south of Stone Church Road, Hamilton, in accordance with the following conditions:

(a) CN Rail shall deed the Region of Hamilton-Wentworth/City of Hamilton its right-of-way or rights as is, where is, from the north side of Barton Street southward to a point approximately 30 metres south of Stone Church Road (mile 6.5) except for CN Rail land in the south east quadrant of Barton Street and Ferguson Avenue, lands between Main and King Streets and the section of CN rail's right-of-way from just west of Liberty street to the east end of the CN/CP Rail interchange.

(b) The Region/City of Hamilton shall agree to the abandonment of the spur in two segments. The first segment would be from near the east end of the CN/CP Rail interchange (mile 1.5) to the end of spur (mile 6.5, south of Stone church road). The second segment would be from the north side of Barton Street southward along Ferguson Avenue to mile 1.5.

(c) The Region/City shall agree to CN Rail removing the salvageable railway portion of all road crossing warning signals (RCWS) with the Region/City removing and/or modifying the highway portion of these RCWS that are interconnected to the traffic lights at Wilson Street.

(d) The Region/City shall be responsible to take over CN Rail's responsibilities for all bridges and grade separations on this 6.5 mile spur, including the Barton Street bridge between Ferguson Avenue and Wellington Street. The Region/City shall be responsible to remove all trackage, ties and other appurtenances within the right-of-way and to reconstruct all streets and level crossings at the Region's/City's cost.

6. DIRECTOR OF PROPERTY - CONFIDENTIAL INFORMATION REPORT

Crescent Oil Company of Canada - Land Use

The Committee directed that this item be tabled.

7. OTHER BUSINESS

7.1 **Alderman Agostino**
- Processing of Area Municipal Traffic By-law Amendments

Alderman Agostino submitted correspondence from the Director of Traffic Services dated February 19, 1991 addressing the matter of processing Area Municipal Traffic By-law Amendments.

All City Traffic By-law Amendments, except parking regulations require the approval of Regional Council which can result in up to a month delay in processing of the by-laws.

The Committee directed that City Staff meet with Regional Staff in order to determine traffic items to be exempted from Regional approval and as a result amendments that are to be requested to Bill 155, an Act to Establish the Regional Municipality of Hamilton-Wentworth.

Staff was also requested to provide a report for the Transport and Environment Committee meeting of March 18, 1991.

7.2 **Ontario Good Road Association Award to City of Hamilton for Concrete Resource Recycling.**

The Chairman commended the Director of Public Works and his department for their work in concrete resource recycling.

The Director of Public Works explained that O.G.R.A. is to make a presentation to the City of Hamilton in the near future.

He advised that the recycling program makes good business sense. As a result of the concrete now being crushed and used as a granular material, the City is experiencing savings in tipping fees as well as savings in the purchase of granular material.

8. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

ALDERMAN HENRY MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

T. Agnello, Secretary
March 4, 1991

SCHEDULE "A"

City Council Date:_____

Location	Type of Encroachment	Solicitor/Agent	Fees 1st Year/Annual	File No.
431 Cumberland Avenue	Bay window 7'6" x 2'0" Brick Chiminey 0.35' x 3'6"	O'Brien, Skrtich Barristers and Solicitors 26 King Street East Stoney Creek, Ontario L8G 18	$105.00/$20.00	T103-50(886)
168 1/2 MacNab Street N.	Aluminum awning (2.8' x 17.2')	Bartorline, Berlingiere 154 Main Street East Suite 201, Hamilton, Ontario L8N 1G9	$105.00/$20.00	T103-50(904)
272 Jackson Street West	Building (.56' x 27.5') Porch (.02' x 19.46')	Agio, Zaffiro, Parente, Orzel, Baker 4th Floor, 1 James Street S. Hamilton, Ontario L8N 3G6	$105.00/$20.00	T103-50(868)
51 London Street North	Concrete Steps (.030 x 29m)	Yachetti, Lanja, Restivio Barristers and Solicitors 105 Main Street East Suite 800 Hamilton, Ontario L8N 3P9	$105.00/$20.00	T103-50(919)

Cont'd...

Schedule "A"

Location	Type of Encroachment	Solicitor/Agent	Fees 1st Year/Annual	File No.
16 Kingsway Drive	Front steps and retaining Wall (38.03' x 17.00')	Genesee, Genesee, Comporese and Clarke Barristers,Soliciters, Notaries Public 143 Main Street East Hamilton, Ontario L8N 1G4	$105.00/$20.00	T103-50(911)
142 Cope Street	Concrete steps	Yachetti, Lanza, Resivio Barristers and Soliciters 800-105 Main Street Hamilton, Ontario L8N 3D9	$105.00/$20.00	T103-50(921)
117 Barton Street (Encroachment on Mary Street)	Portion of the building Measuring 0.47' x 18.82'	Foreman and Rosenblatt Barristers and Solicitors 425 York Boulevard Hamilton, Ontario L8R 3K3	$105.00/$20.00	T103-50(894)

FOR ACTION

2.

MAR 11 1991

REPORT TO: Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley,
Manager of Purchasing

DATE: 1991 March 8
COMM FILE:
DEPT FILE: C17-1-91.TO

SUBJECT: SUPPLY AND DELIVERY OF SIGN BLANKS. TRAFFIC DEPARTMENT

RECOMMENDATION:

That a purchase order be issued for the supply and delivery of Sign Blanks for the Traffic Department in accordance with specification issued by the Manager of Purchasing and Vendors' tenders, as follow:

1. Acme Signs (Ontario) Inc., Rexdale

   In the amount of $ 65,659.10

2. Provincial Traffic Signs, Port Perry

   In the amount of $ 124,071.60

   Provincial sales tax extra at 8 %

NOTE: Lowest of (2) tenders received. Funds provided in Traffic Sign Materials Account 56154 75999

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND:

This tender is in three parts. Each part was awarded based on the lowest total acquisition cost. Fourteen suppliers were requested to bid. One declined and ten did not respond. One incomplete bid. See tender analysis

Tender Analysis	Section Parts B & C	Section A & Part of Section B & C
Acme	$ 65,659.10	$ 198,581.10
Provincial	99,786.20	124,071.60

1 Incomplete Bid

FOR ACTION

3(a)

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: March 5, 1991
DEPT FILE: T103-63(A)
COMM FILE:

SUBJECT

Proposed Bench Advertising Agreement

RECOMMENDATION

That the Acting Commissioner of Engineering be authorized to award to Hamilton Bench Advertising Limited (585 Main Street East, Hamilton, L8M 1J4) the contract to place advertising benches on City of Hamilton Road Allowances for a four year period, for the following amounts:

i) $48.00 per bench for the year of 1991
ii) $48.00 per bench for the year of 1992
iii) $54.00 per bench for the year of 1993
iv) $54.00 per bench for the year of 1994

subject to the following conditions:

a) That an Agreement be entered into with the City of Hamilton to the satisfaction of the Acting Commissioner of Engineering and the City Solicitor.

b) That the applicant provide an alphabetical street name inventory, defining where all benches are placed on the road allowance.

c) That the applicant provide, at the time of each annual payment, a map on which each bench location shall be shown.

d) That the applicant provide $2,000,000 public liability insurance, naming the City as an added insured party, and saving the City harmless form all action, interests, claims, demands, costs, damages, expenses, and loss.

e) That the Mayor and City Clerk be authorized and directed to execute the Agreement on behalf of the City.

Cont'd .....

Proposed Bench Advertising Agreement

Cont'd .....

f) That no benches with advertising be placed in the City of Hamilton's "Downtown Area" bounded by and including Main Street and Wilson Street, and Bay Street and Wellington Street.

g) That no benches with advertising be placed at bus stops with transit shelters where advertising is on the transit shelter, such restriction not to apply to benches for charitable organizations or for benches without advertising.

h) That the successful applicant be permitted to install a maximum of 500 benches at locations determined by the following criteria:

i) No bench shall be placed in such a manner as to obstruct pedestrian traffic and in no case shall it be placed on a sidewalk having a width of 2.0m or less.

ii) No bench shall be placed within 6.0m of any fire hydrant.

iii) No bench shall be placed so as to interfere with or obstruct any street maintenance operation, and in no case shall a bench be within 11.0m of a bus stop during the months of December to April inclusive.

iv) Benches shall not be installed until prior approval of each bench location is received from the Senior Director, Roads, and in all commercial areas, benches shall not be installed without first obtaining the approval of the Neighbourhood Business Association. All benches shall be maintained to the satisfaction of the Senior Director, Roads.

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations".

Cont'd .....

Proposed Bench Advertising Agreement

Cont'd .....

BACKGROUND

The Engineering Department had previously received permission from your Committee on November 5, 1990, and subsequently from City Council on November 13, 1990, to advertise for bids on a three option contract to place benches on City road allowances.

Option 1 was the standard criteria for the previous agreement. Option 2 was developed by the Planning and Development Committee, and Option 3 was developed by the Engineering Department.

Hamilton Bench Advertising Limited was the only company to bid on the contract, and only bid on Option 3.

Option 3 requires the following:

A	i)	Bench Type:	Current benches with large advertising.
		Location:	a) in commercial and industrial districts b) public places - facing out to the street
	ii)	Bench Type:	Benches with discreet advertising in the form of a plaque (e.g. this bench donated by ...) or letters burned into the wooden back of the bench.
		Location:	a) residential neighbourhood b) facing designated architectural and/or historical structures
	iii)	Bench Type:	No advertising
		Location:	a) facing into parks

B That for every 6 benches with advertising 2 benches with no advertising must be supplied.

Hamilton Bench Advertising Limited has had the bench contract with the City and Region for the past 3 years and we have found them to be most co-operative in all aspects of the bench program. As the amount of return to the City will more than double over the next 4 years and that our working relationship with the successful applicant has been satisfactory, we therefore recommend that their bid be accepted.

IKC:ja

cc: S. Gabruss, City Solicitor's Department
cc: D. Elder Purchasing, Department

3(b)

FOR ACTION

MAR 6 1991

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: March 5, 1991
DEPT FILE: T111-33N
COMM FILE: 3-11.2

SUBJECT

Proposal to Narrow Glencarry Avenue to One Lane, From King Street East to a Point 28.6m Northerly

RECOMMENDATION

a) That the necessary By-law be prepared by the City Solicitor and the City Clerk be authorized and directed to advertise the By-law as required by Section 301 of the Municipal Act, outlining the City's intention to alter Glencarry Avenue by narrowing to one lane from King Street to approximately 28.6 northerly; and,

b) That, if approved, the work will be incorporated into the King Street Realignment Contract FPO-91 being undertaken by the Region's Freeway Project Office.

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

The Region's Freeway Project Office has agreed to incorporate this work into the King Street Realignment Contract.

Cont'd .....

Proposal to Narrow Glencarry Avenue to One Lane, From King Street East to a Point 28.6m Northerly

Cont'd ....

BACKGROUND

On January 29, 1991, Council, in adopting Item 7 of the 1st Report of the Transport and Environment Committee approved the following:

a) That approval in principle be granted to narrow Glencarry Avenue to one lane, from King Street East to a point 94 feet northerly therefrom.

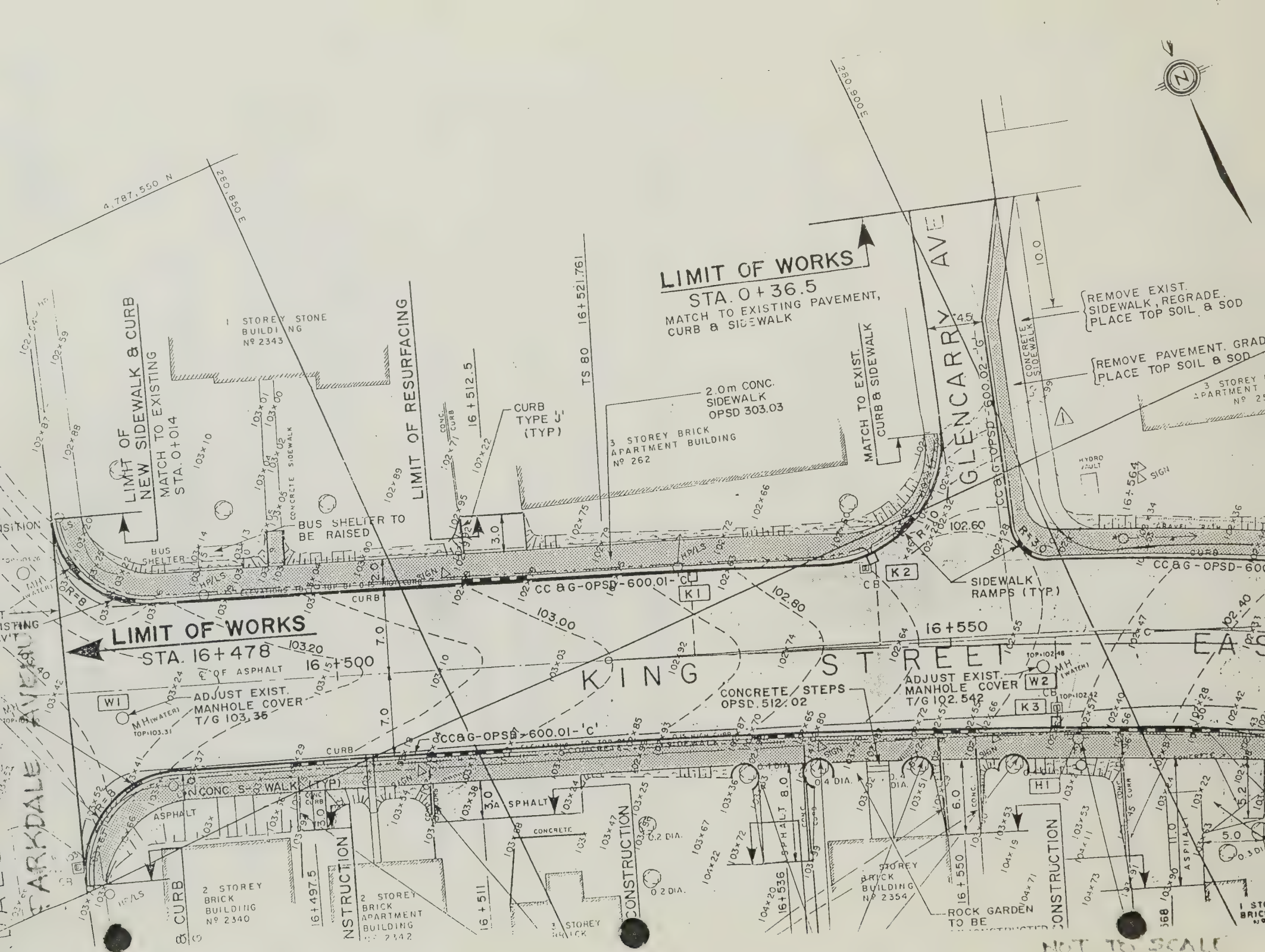
b) That the Commissioner of Engineering be requested to advertise the proposed narrowing of Glencarry Avenue, north of King Street East, in accordance with Section 301 of the Municipal Act.

c) That, subject to the approval of the narrowing of the road, the Traffic Department be instructed to report back with recommendations concerning one-way operation of the street and revisions to the parking regulations.

The proposed narrowing of Glencarry Avenue is shown on the attached plan. The advertisement will appear in the Hamilton Spectator for four consecutive weeks.

RPM/ja

cc: J. Van der Mark,
Manager of Engineering
Freeway Project Office
cc: M. F. Main, Director
Traffic Services


LIMIT OF WORKS
STA. 0+36.5
MATCH TO EXISTING PAVEMENT, CURB & SIDEWALK
LIMIT OF WORKS
STA. 16+478
LIMIT OF SIDEWALK & CURB
NEW SIDEWALK & CURB
MATCH TO EXISTING
STA. 0+014
LIMIT OF RESURFACING
MATCH TO EXIST. CURB & SIDEWALK
GLENCARRY AVE
KING STREET
1 STOREY STONE BUILDING Nº 2343
3 STOREY BRICK APARTMENT BUILDING Nº 262
2.0m CONC. SIDEWALK OPSD 303.03
CURB TYPE 'J' (TYP)
BUS SHELTER TO BE RAISED
BUS SHELTER
CC&G-OPSD-600.01-'C'
SIDEWALK RAMPS (TYP.)
REMOVE EXIST. SIDEWALK, REGRADE, PLACE TOP SOIL & SOD
REMOVE PAVEMENT, GRAD
PLACE TOP SOIL & SOD
ADJUST EXIST. MANHOLE COVER T/G 103.35
ADJUST EXIST. MANHOLE COVER T/G 102.542
CONCRETE STEPS OPSD. 512.02
CONC. SIDEWALK (TYP)
ASPHALT
CONCRETE
2 STOREY BRICK BUILDING Nº 2340
2 STOREY BRICK APARTMENT BUILDING
3 STOREY BRICK BUILDING Nº 2354
ROCK GARDEN TO BE
CONSTRUCTION
16+497.5
16+511
16+512.5
16+536
16+550
16+564
TS 80
4,787,550 N
E 6058.850
E 6058.032
NOT TO SCALE

3(c)

FOR ACTION

REPORT TO: T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.
ACTING COMMISSIONER OF ENGINEERING

MAR 8 1991

DATE: March 8, 1991
COMM FILE:
DEPT FILE: S610-01
S610-03

SUBJECT

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION

a) That the City lands known as Parts 1 and 2, Plan 62R-11612 be incorporated into Sanatorium Road.

b) That the appropriate By-Law to carry out the incorporation of the said land into the foregoing street be enacted by Council.

c) That the Commissioner of Engineering be authorized and directed to register the by-law.

Ted Gill

E. M. Gill, P. Eng.
Acting Commissioner of Engineering

FINANCIAL CONSIDERATIONS

N/A

Cont'd ....

Cont'd ....

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated in Schedule 'A', appended hereto.

ljm
Encl.

cc: Mr. K. E. Avery, City Clerk
Att: R. Morrison (encl.)
cc: Mr. F. Angelici, Planning Department

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Sanatorium Road	Part of Original Road Allow. between Cons. 5&6, and Lot 17, Con. 6, former geographic Township of Barton, designated as Part 1, Plan 62R-11612, and part of Block "U", Registered Plan No. 1157, designated as Part 2, Plan 62R-11612	N/A	To provide access from Parts 6 & 7, Plan 62R-11612 to Sanatorium Road as established by By-Law No. 68-1, Registered as Inst. No. 80085AB	S610-01 S610-03

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO INCORPORATE PARTS 1 AND 2, PLAN 62R-11612
INTO SANATORIUM ROAD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Sanatorium Road by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Sanatorium Road.

Part of Original Road Allowance between Concession 5 and 6 and Lot 17, Concession 6, former geographic Township of Barton, designated as Part 1, Plan 62R-11612
and part of Block "U", Registered Plan No. 1157, designated as Part 2, Plan 62R-11612

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1991.

City Clerk Mayor

3(d)

FOR ACTION

MAR 8 1991

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: March 7, 1991
DEPT FILE: 812-42H
COMM FILE: 3-11.10.2

SUBJECT

Proposed Construction of an Independent Concrete Sidewalk on the South Side of Limeridge Road between Upper Sherman Avenue and Upper Wentworth

RECOMMENDATION

a) That the Transport and Environment Committee recommend to City Council that the construction of an independent concrete sidewalk on the south side of Limeridge Road between Upper Sherman Avenue and Upper Wentworth Street be proceeded with as a Local Improvement pursuant to Section 12 of the Local Improvement Act, at an estimated gross cost of $77,750.00 as provided for in the 1991 portion of the 1991-1995 Capital Budget, City's share ($12,973.94) and Owner's share ($64,776.06);

b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project;

c) That the Acting Commissioner of Engineering be authorized and directed to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received; and,

d) That the City Clerk and City Treasurer be directed to give the necessary notice of the Council's intention to undertake these works.

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

Cont'd .....

Proposed Construction of an Independent Concrete Sidewalk on the
South Side of Limeridge Road between Upper Sherman Avenue and Upper Wentworth

Cont'd .....

FINANCIAL IMPLICATIONS

The proposed works are to be rated in accordance with the normal practice. Provision has been made for this work in the 1991-1995 Capital Budget.

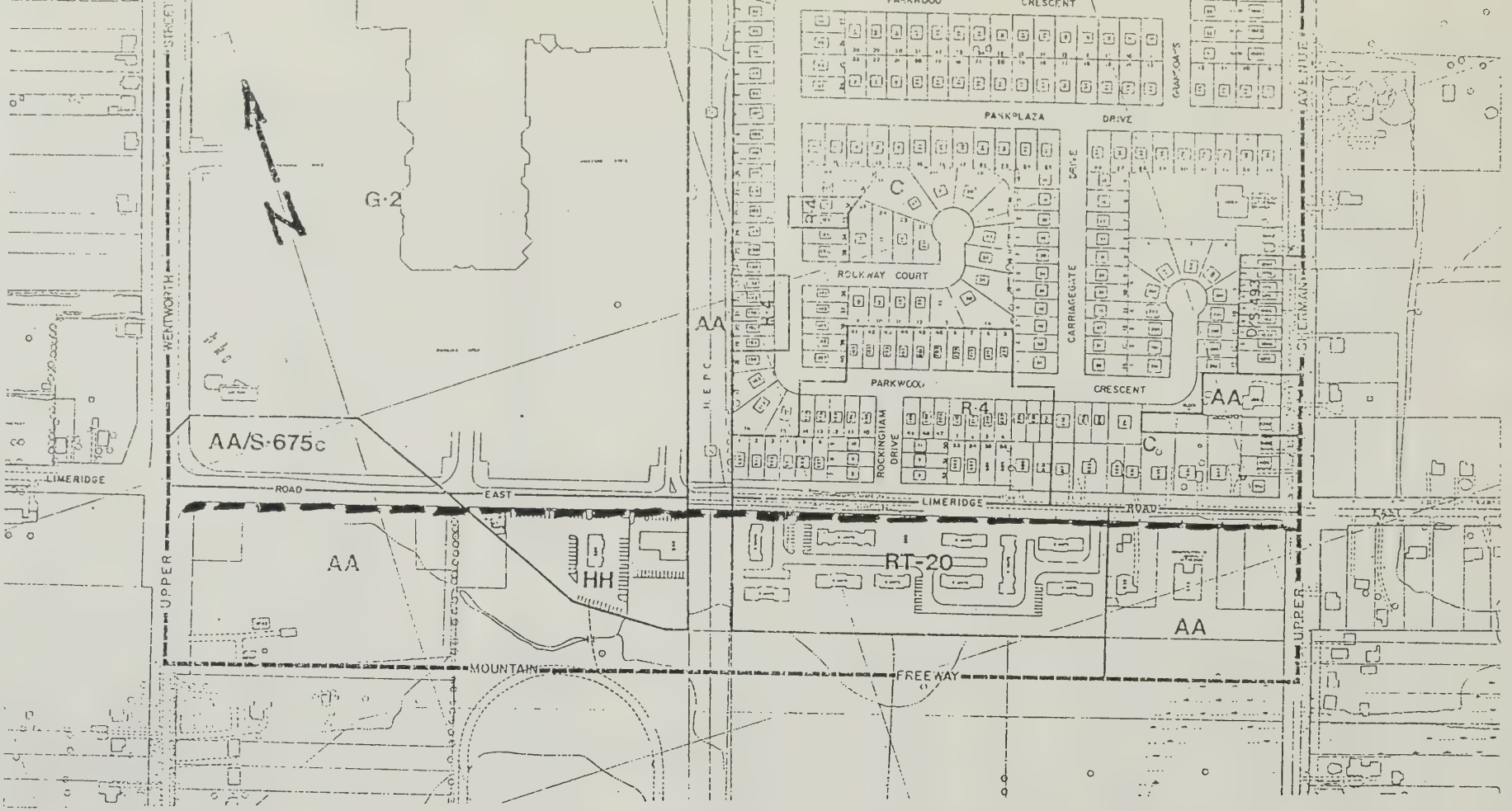
The estimated cost per metre for an independent concrete sidewalk is $86.00. The owners will be charged this rate per metre or the actual cost, whichever is less.

BACKGROUND

Sidewalks have never been constructed on the south side of Limeridge Road between Upper Sherman Avenue and Upper Wentworth Street. Development on the south side of Limeridge has occurred in the last several years to the point where there is a need to provide sidewalks for pedestrians wanting to access commercial properties on the south side of the street and to travel to the intersection with Upper Sherman Avenue or Upper Wentworth Street to safely cross with the traffic lights to access Limeridge Mall on the north side. The location of the proposed work is shown on the attached plan.

RPM:ja
Attach.

cc: E.C. Matthews, City Treasurer
cc: G. Lawson, Commissioner of Finance
cc: J. Thompson, Secretary, Finance and Administration Committee
cc: P. Noe Johnson, City Solicitor



--- Proposed Concrete Sidewalk

65	18	96
18	130	96
33	118	112

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department

CITY OF HAMILTON

THORNER

ZONING

Neighbourhood Boundary

Zoning Boundary.

0

SCALE 50m

NORTH

3(e)

FOR ACTION

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Acting Commissioner of Engineering

DATE: 8, March 1991
COMM. FILE:
DEPT. FILE: S705-26

SUBJECT:

Acceptance by the City of Parts 21 to 24 (inclusive) and Parts 27 to 30 (inclusive) on a Plan of Reference from the Region in accordance with the "Effort Gardens" subdivision in Hamilton.

RECOMMENDATION:

a) That the City accept title to Parts 21 to 24 (inclusive) and Parts 27 to 30(inclusive) on a plan of reference prepared by K. Lau, O.L.S. from the Region for one dollar ($1.00) and the Mayor and City Clerk be authorized to execute all required documents for the said transfer.

NOTE: The Region's Solicitor is to prepare the necessary deeds and documents to certify title to the City. These lands are required for the extension of Benjamin Drive, the establishment of Theodore Drive to its full width and the appropriate 0.30m reserves.

b) That application be made to the Region for approval to:

i) Establish Benjamin Drive from the south limit of "Effort Gardens" subdivision onto the north side of Stone Church Road East (Regional Road No. 116) and Theodore Drive from 17.644m east of Benjamin Drive to 87.323m west in the "Effort Gardens" subdivision, and,

ii) Establish Dicenzo Drive from the north limit of "Coventry Gardens" subdivision on to the south side of Stone Church Road East (Regional Road No. 116)

as public road allowances pursuant to Section 48(3) of the Regional Municipality of Hamilton-Wentworth Act.

for E. M. Gill, P.Eng.
Acting Commissioner of Engineering.

re: acceptance by the City of Parts 21 to 24 (inclusive) and Parts 27 to 30 (inclusive)

cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There will be no financing costs associated with this transfer of land, other than incidental staff time costs.

BACKGROUND:

In adopting Item 21 of the 16th Report of the Planning and Development Committee, City Council on June 27, 1989, approved a subdivision application by Arthur Weise to establish a draft plan of Subdivision east of Upper James Street and north of Stone Church Road, known as "Effort Gardens". These conditions were subsequently confirmed by Regional Council.

Two conditions of draft plan approval were that:

1) the applicant gain a road connection from Benjamin Drive to Stone Church Road; and,

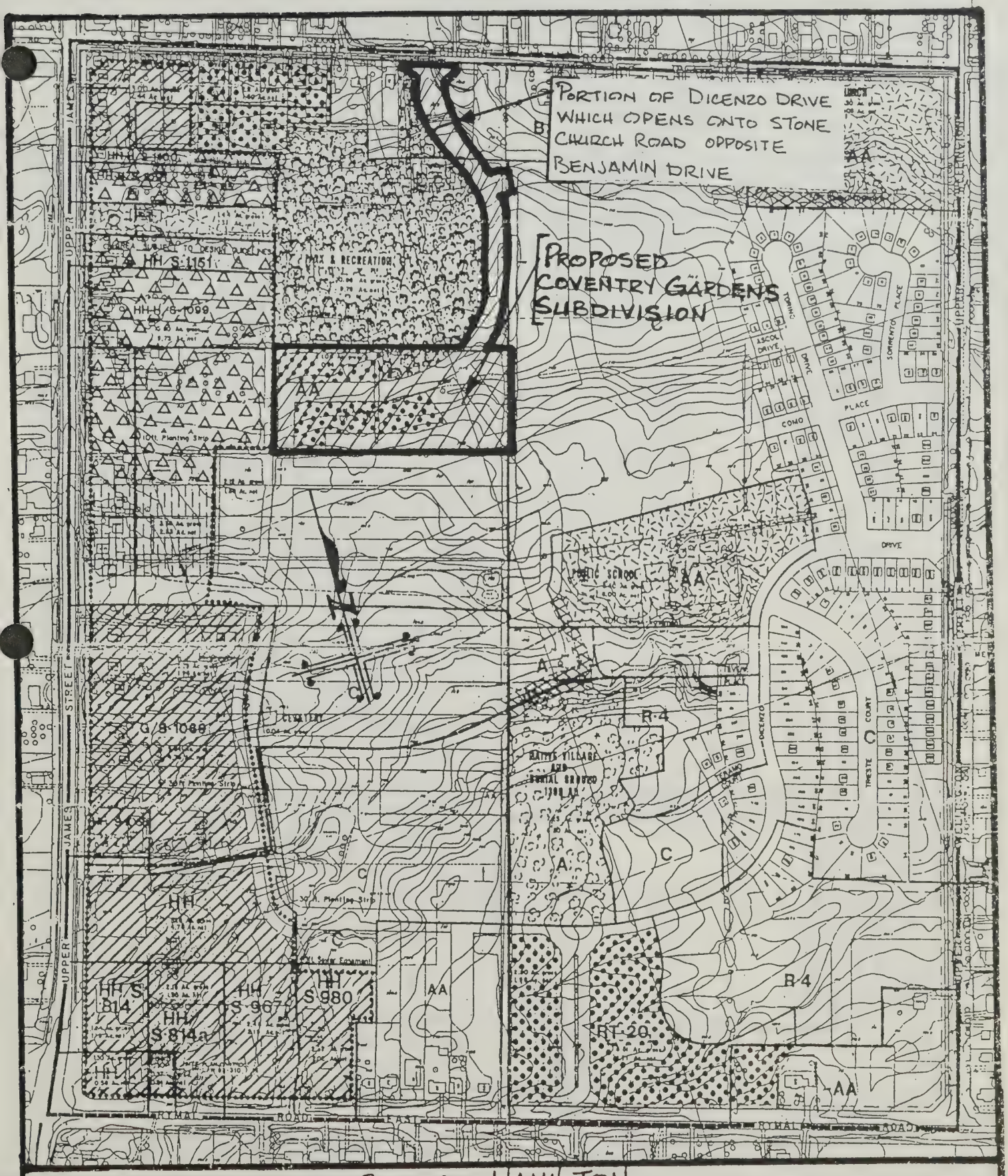
2) the applicant acquire sufficient lands to acquire the full width of the road allowance in front of Lots 41 to 51 on Theodore Drive in Effort Gardens.

In April of 1987, the Region purchased Parts 12, 13, 14, and 15 and was granted a sewer easement over Parts 1 to 11, 16, and 17 of Reference Plan 62R-8726 for the construction of part of the Red Hill Creek Trunk Sewer System which began in December of 1987. Parts 6 to 11 and a portion of Part 12 form part of the road allowance for the Theodore Drive in "Effort Gardens" subdivision and the remainder of Part 12 forms the extension of Benjamin Drive to Stone Church Road.

In order for the previously mentioned draft plan conditions to be satisfied, the City will be required to accept Parts 21 to 24 (inclusive) and Parts 27 to 30 (inclusive), of a reference plan prepared by K. Lau, O.L.S. from the Region, so that this portion of land can be established as a road allowance, then opened as public right-of-way by By-Law. The transfer of land would allow for the extension of Benjamin Drive to Stone Church Road and allow Theodore Drive to be established to its full width.

The City of Hamilton also proposes to establish Dicenzo Drive, opposite Benjamin Drive on lands the City owns. This also requires Regional consent and is therefore, included in this report. The establishment of Dicenzo Drive conforms with the approved draft plan for "Coventry Gardens".

MJI:alv
attach
cc: P. Noé-Johnson, City Law Department
cc: K. Avery, City Clerks Department

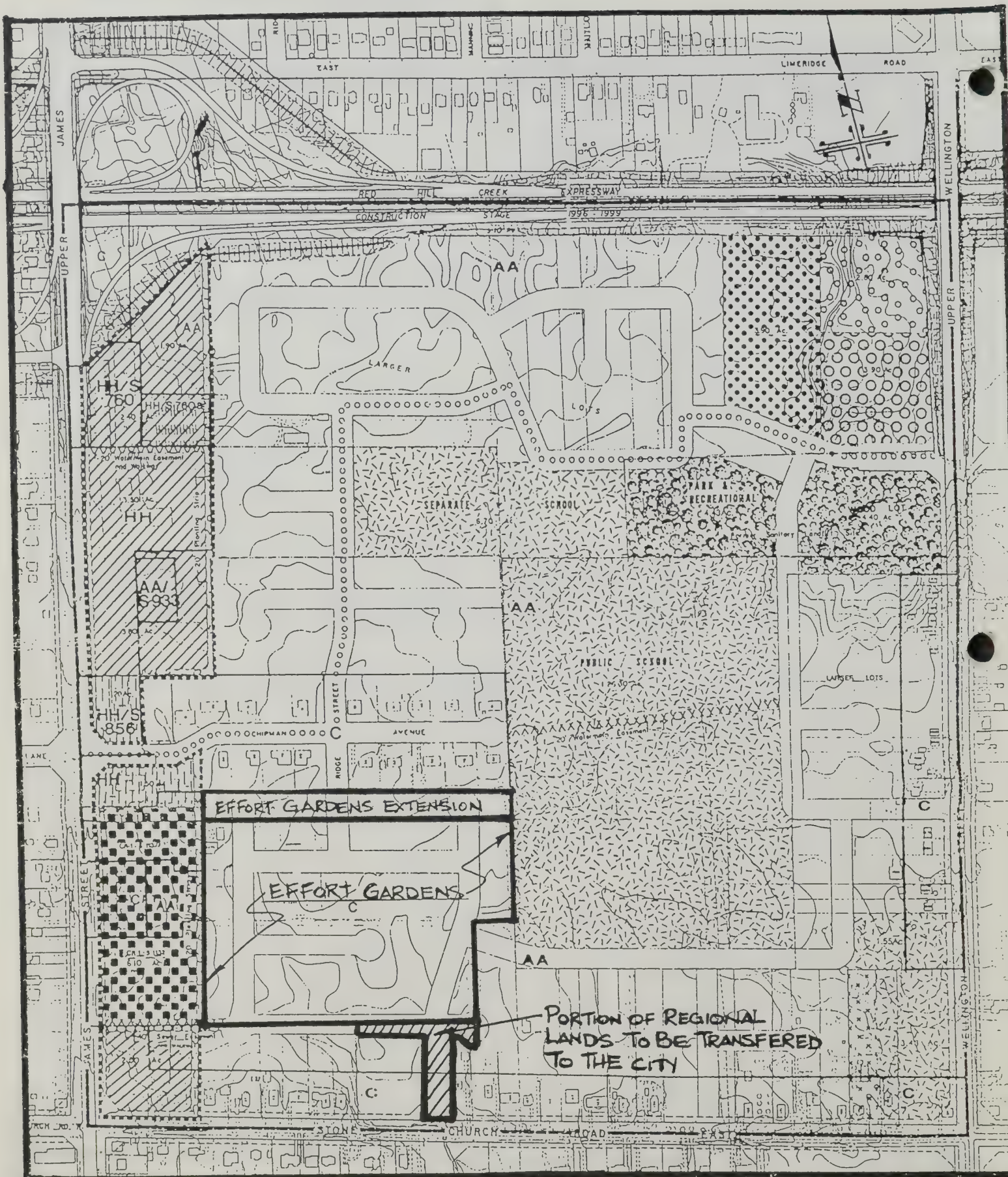


CITY OF HAMILTON

KEY PLAN

RYCKMANS

APPROVED PLAN



KEY PLAN

NOT TO SCALE

JEROME

APPROVED PLAN

METRIC DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

PLAN OF SURVEY
OF
PART OF LOT 14
CONCESSION 7
IN THE
GEOGRAPHIC TOWNSHIP OF BARTON
NOW IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON WENTWORTH

SCALE 1 : 500

KIN W LAU ONTARIO LAND SURVEYOR
1991

SCHEDULE

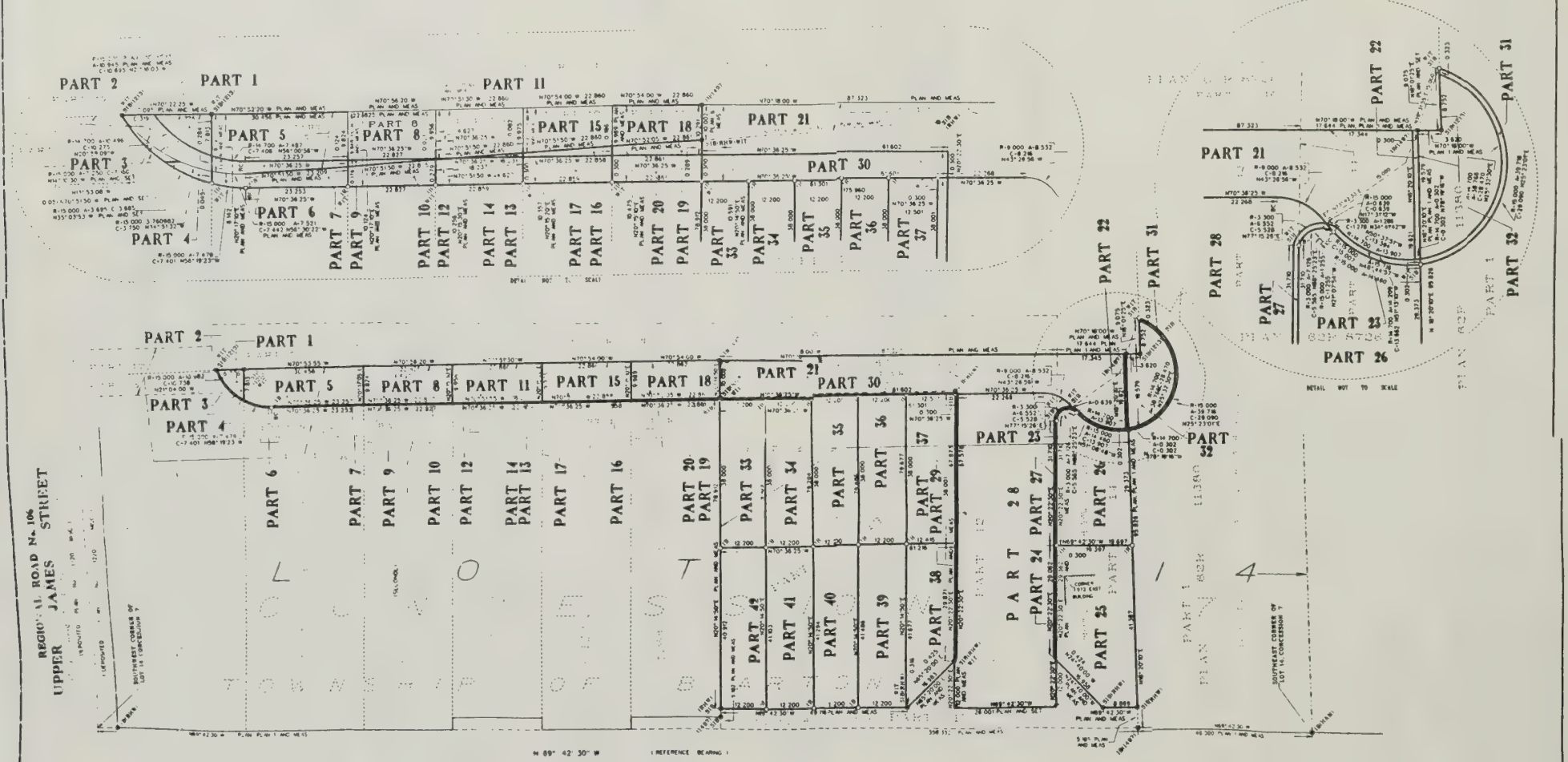
PART	INSTRUMENT NO	LOT	CONCESSION	AREA
1	536436 L	14	7	118 m²
2				251.8 m²
3				683.5 m²
4				683.3 m²
5				683.3 m²
6				683.3 m²
7				431.6 m²
8				444.6 m²
9				507.3 m²
10				564.8 m²
11				502.1 m²
12				500.1 m²
13				500.1 m²
14				500.1 m²
15				500.1 m²
16				500.1 m²
17				500.1 m²
18				500.1 m²
19				500.1 m²
20				500.1 m²
21				500.1 m²
22				500.1 m²
23				500.1 m²
24				500.1 m²
25				500.1 m²
26				500.1 m²
27				500.1 m²
28				500.1 m²
29				500.1 m²
30				500.1 m²

SCHEDULE

PART	INSTRUMENT NO	LOT	CONCESSION	AREA
1				888 m²
2	3976			89.1 m²
3				61.1 m²
4	3976			62.1 m²
5				886.4 m²
6				69.1 m²
7				33.1 m²
8				825.1 m²
9				17.1 m²
10				52.1 m²
11				329.8 m²
12				0.0 m²
13				88.1 m²
14				88.1 m²

PLAN 62R-
RECEIVED AND DEPOSITED
DATE
LAND REGISTRAR FOR THE REGISTRY DIVISION OF WENTWORTH (62)
I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE REGISTRY ACT
DATE
KIN W LAU O.L.S.
MANAGER OF LEGAL SURVEYS

CAUTION
THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE PLANNING ACT



NOTE
PLAN : DENOTES PLAN 62R 8726
PLAN 1 : DENOTES PLAN 62R 11360

NOTE
BEARINGS HEREIN ARE ASTRONOMIC AND ARE REFERRED TO THE ONTARIO COORDINATE SYSTEM ZONE 10 (CENTRAL MERIDIAN 79° 30' WEST LONGITUDE AND DERIVED FROM MONUMENTS
[illegible]

SURVEYOR'S CERTIFICATE
I CERTIFY THAT
1 THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE REGISTRY ACT AND THE REGULATIONS MADE THEREUNDER
2 THE SURVEY WAS COMPLETED ON THE DAY OF
19[illegible]
KIN W LAU O.L.S.

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
DEPARTMENT OF ENGINEERING
APPROVED
ACTING COMMISSIONER OF ENGINEERING
MANAGER OF LEGAL SURVEYS
PLAN No. RC-H-325 [illegible]YS

4(a)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 February 25 MAR 8 1991

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West side of Prospect Street South, south of Maplewood Avenue - Parking Regulations TEC-33-91

RECOMMENDATION:

a) That the existing "No Parking 9:00am to 6:00pm, Monday to Saturday" regulation on the west side of Prospect Street South commencing 30 feet south of Maplewood Avenue and extending to a point 43 feet southerly therefrom, be revised, such that the regulation is in effect during the hours 8:00am to 4:00pm, Monday to Friday; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

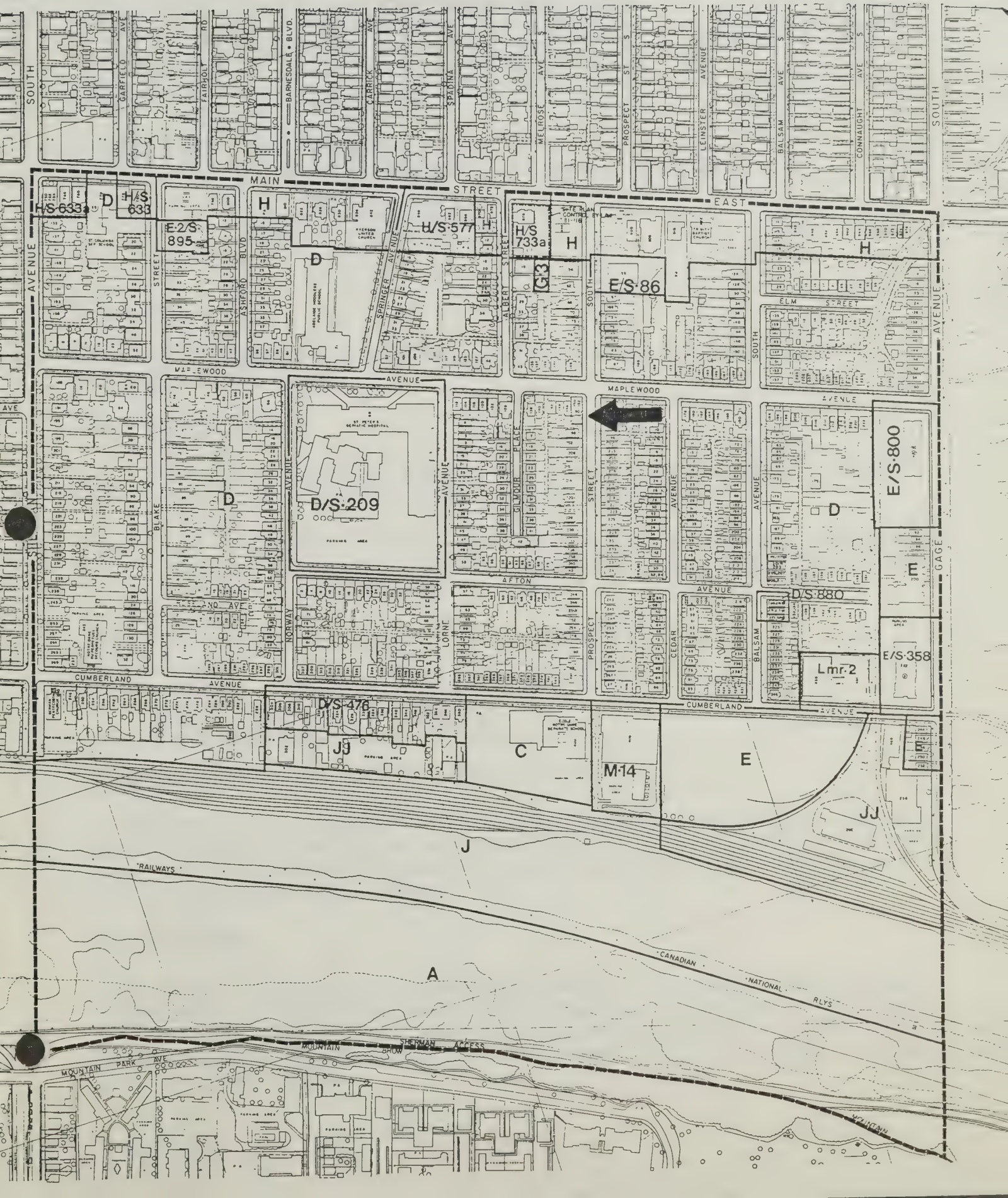
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. P. Hicks, 198 Prospect Street South, that the existing "No Parking, 9:00am to 6:00pm, Monday to Saturday" regulation on the west side of Prospect, south of Maplewood, be revised such that the regulation would be in effect 8:00am to 4:00pm, Monday to Friday, in order to provide additional parking during the weekday evenings and on Saturdays.

The subject regulation was implemented in 1972 to provide a loading zone for deliveries to Maplewood Grocery Store, 150 Maplewood Avenue. The Traffic Department recently contacted the store manager who has advised that he has no objection to the requested revision of the subject regulation. Therefore, the Traffic Department concurs with the request.


MAIN STREET EAST
H/S 633a
H/S 633
E-2/S 895
H/S 577
H/S 733a
E/S 86
MAPLEWOOD AVENUE
D/S 209
D/S 880
E/S 800
E/S 358
Lmr 2
D/S 476
M 14
CUMBERLAND AVENUE
AFTON
ELM STREET
SPRINGER AVENUE
ASHFORD BLVD
BARNESDALE BLVD
NORWAY AVENUE
LORNE AVENUE
GILMOUR PLACE
ALBERT STREET
BLAKE STREET
PROSPECT
CEDAR
BALSAM
GAGE AVENUE
RAILWAYS
CANADIAN NATIONAL RLYS
MOUNTAIN PARK AVE
MOUNTAIN SHOW
PEDWAY ACCESS

4(a)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 February 25

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West side of Hughson Street North between Macauley Street and Picton Street - Parking Regulations (TEC-34-91)

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Hughson Street North between Macauley Street and Picton Street; and

b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to each of the first 14 eligible applicants residing in the block to a maximum of 14 permits; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

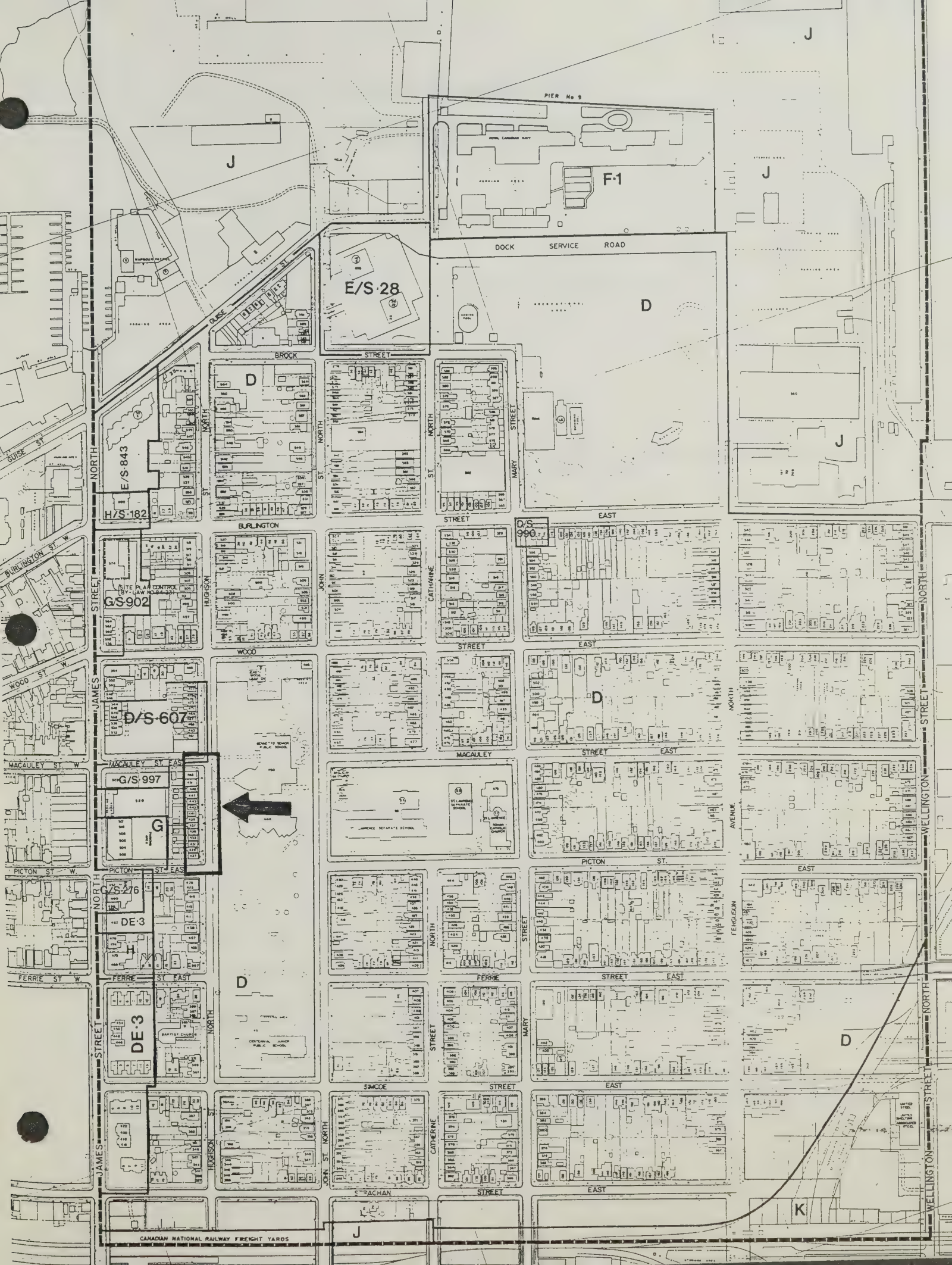
Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for $168.00 in revenue each year from the sale of parking permits which would off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition requesting that a "Permit Parking" regulation be implemented on the west side of Hughson between Macauley and Picton. The Traffic Department has contacted five residents who did not sign the petition. Nine of the 14 residents are in favour of the requested regulation, four are opposed and one resident was not contacted.

Hughson has a 28 foot pavement width, and presently, parking is prohibited on the east side and there is unrestricted free parking on the west side of the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by patrons of the Bennetto Recreation Centre. The implementation of the requested regulation would eliminate non-resident parking and residents of the street would be entitled to purchase permits at a cost of $12.00 per year (plus G.S.T.) to exempt their vehicles from the "Permit Parking" regulation.

Investigations reveal that there are 14 legal on-street parking spaces on the west side of the street in this block. It was indicated on the petition that 11 permits would be required by abutting residents. Therefore, since the demand for permits does not exceed the number of on-street spaces and since 64 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


PIER No 9
DOCK SERVICE ROAD
F-1
E/S-28
GUISE ST
BROCK STREET
E/S-843
H/S-182
BURLINGTON STREET
SITE PLAN CONTROL (BY-LAW NO 84-331)
G/S-902
D/S-990
D/S-607
G/S-997
G/S-276
DE-3
H
K
J
D
G
NORTH JAMES STREET
NORTH JOHN STREET
NORTH CATHERINE STREET
NORTH MARY STREET
NORTH HUGHSON STREET
EAST WELLINGTON STREET
EAST FERGUSON AVENUE
BURLINGTON ST W
WOOD ST W
MACAULEY ST W
PICTON ST W
FERRIE ST W
MACAULEY ST EAST
PICTON ST EAST
FERRIE ST EAST
WOOD
MACAULEY
PICTON ST.
FERRIE
SIMCOE
STRACHAN
CANADIAN NATIONAL RAILWAY FREIGHT YARDS

4(a)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 March 1

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

North side of Bendamere Avenue, between Geneva Drive and Columbia Drive - Parking Regulations. [TEC-36-91]

RECOMMENDATION:

a) That a "No Stopping, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of Bendamere Avenue between Geneva Drive and Columbia Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

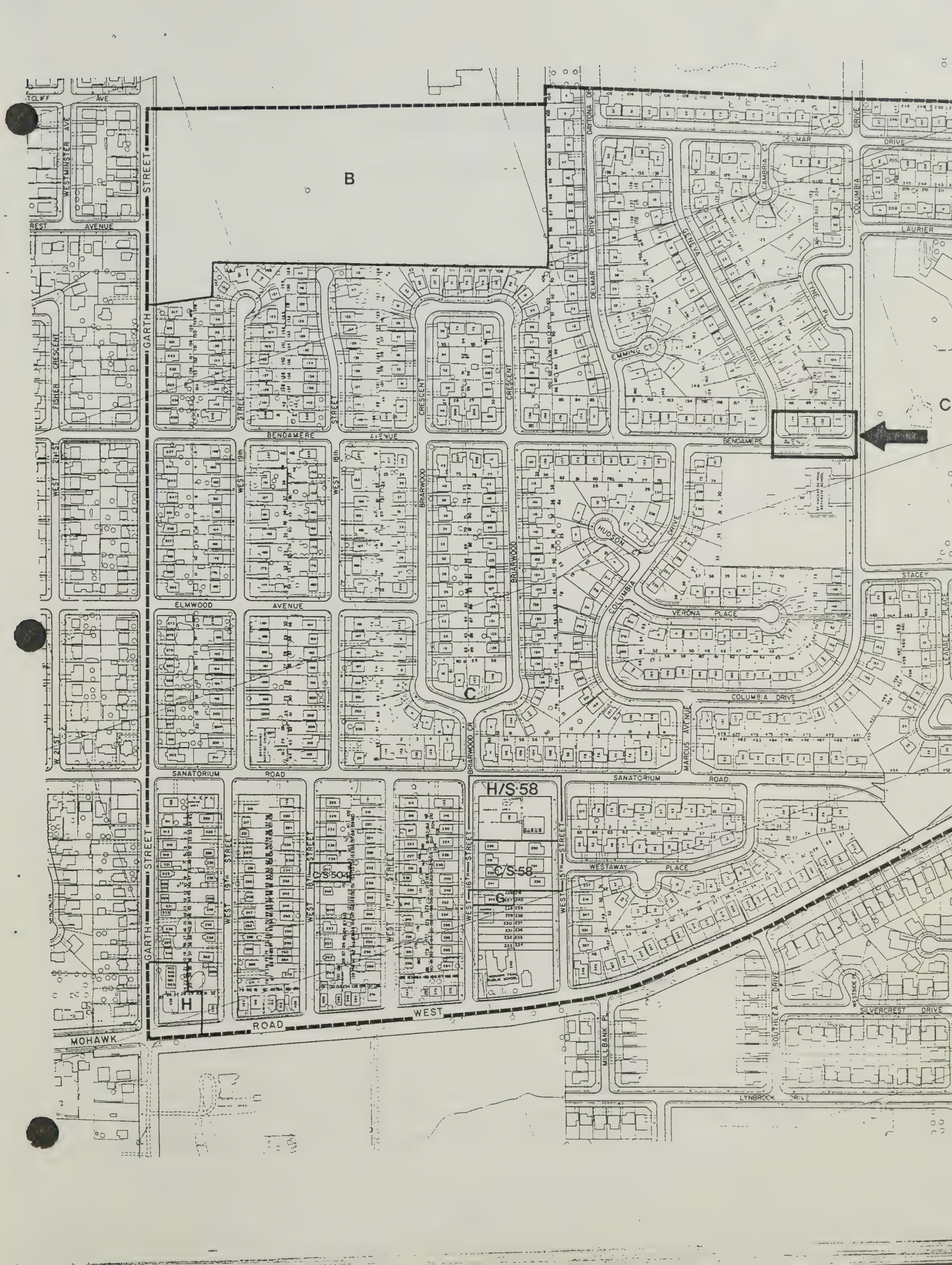
Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Metsker, 22 Briarwood Crescent, that stopping be prohibited on the north side of Bendamere between Geneva and Columbia in order to facilitate traffic flow while school buses load and unload school children on the south side of the street in this area.

Bendamere has a 28 foot pavement width, and presently, there is a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side and unrestricted free parking on the north side of the street in this area.

The implementation of the proposed regulation would result in a loss of approximately five legal on-street parking spaces during the hours of 8:00 a.m. to 4:00 p.m. Monday to Friday. However, the Traffic Department has contacted all four of the residents abutting the north side of the street in this block and all four residents are in favour of the requested regulation. All abutting residents have available off-street parking facilities. Parents picking up and dropping off their children could continue to do so in the block to the west. Therefore, the Traffic Department concurs with the request.


B
C
C
H
H/S-58
C/S-58
C/S-50
6
BENDAMERE AVENUE
ELMWOOD AVENUE
SANATORIUM ROAD
SANATORIUM ROAD
WEST ROAD
MOHAWK
GARTH STREET
WESTMINSTER AVE
FISHER CRESCENT
BRIARWOOD CRESCENT
BRIARWOOD CR
DELMAR DRIVE
DAYTONA DR
CAMBRIA CT
GENEVA DRIVE
TYNE RD
EMMING CT
HUDSON CT
COLUMBIA DRIVE
VERONA PLACE
MARCUS AVENUE
WESTAWAY PLACE
MILLBANK PL
SOUTHLEA DRIVE
LYNBROCK DRIVE
SILVERCREST DRIVE
LAURIER
STACEY
LEADALE PLACE
WEST 19th STREET
WEST 18th STREET
WEST 17th STREET
WEST 16th STREET
WEST 15th STREET
WEST 21st ST

4(a)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 March 1

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Macassa Avenue between Upper Sherman Avenue and East 33rd Street - Parking Regulations (TEC-30-91)

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the north side of Macassa Avenue between Upper Sherman Avenue and East 33rd Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are sufficient funds provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

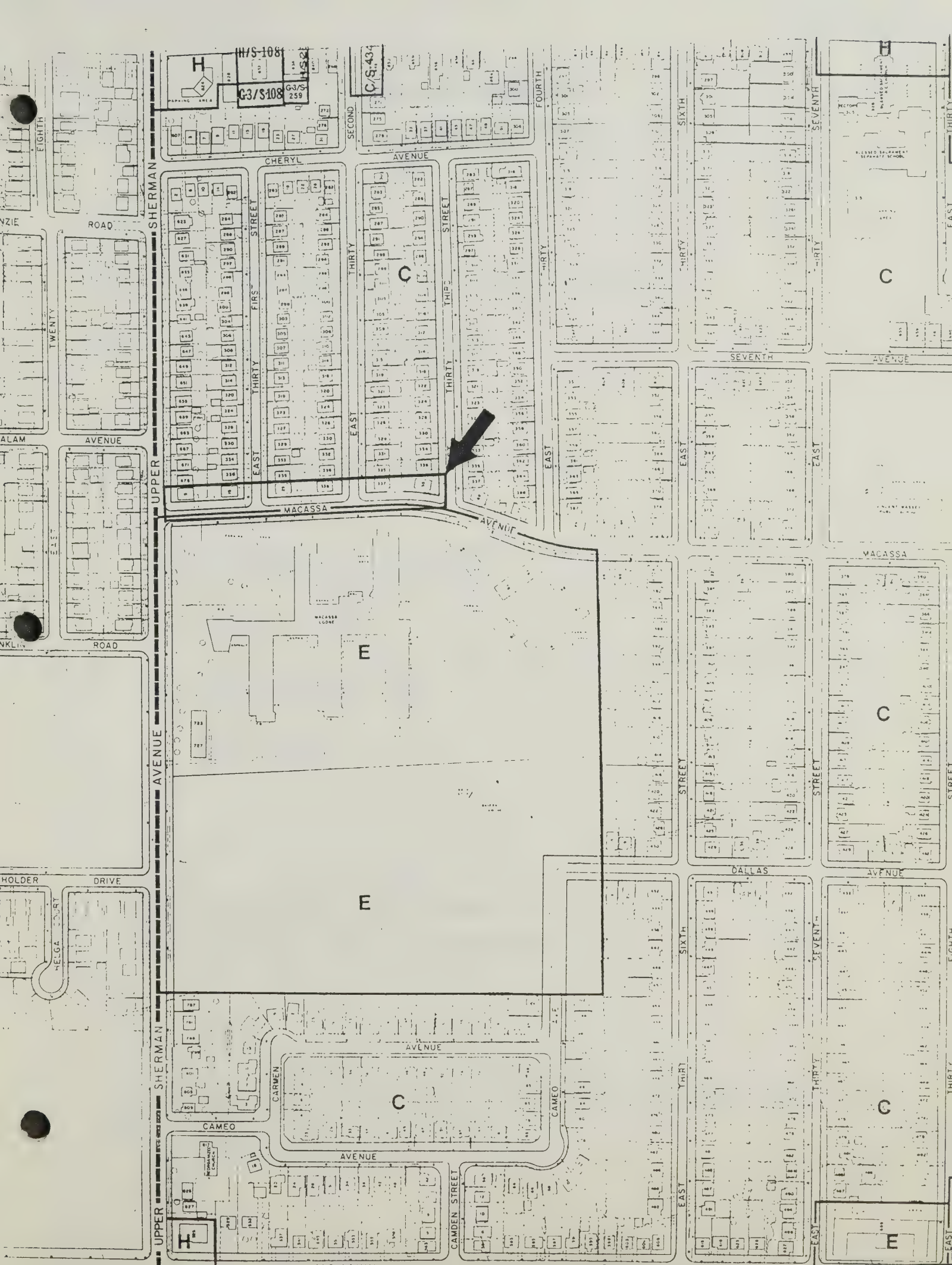
BACKGROUND:

Mr. Brian Clarke of 306 East 32nd Street has expressed concern regarding a visibility obstruction and traffic flow problems created by parked vehicles on the north and south sides of Macassa at East 32nd Street. Unrestricted free parking is presently permitted on both sides of Macassa in this area.

The Traffic Department supports the principle of prohibiting parking on one side of 28 foot wide streets such as this to facilitate traffic flow and driveway movements. The Traffic Department carried out a telephone survey of these households. The survey revealed that five out of the six abutting residents contacted support a "No Parking" regulation on the north side of Macassa between Upper Sherman and East 33rd.

The implementation of the requested regulation would improve traffic movement on Macassa and also improve visibility at three intersections. Therefore, since 83 percent of the abutting residents are in favour of the proposed regulation the Traffic Department concurs with this request.

All of the residents on this section of street have off-street parking provided, and parking would still be allowed on the south side of the street. Therefore, no parking problems should result.


H
H/S-108
G3/S108
G3/S 259
C/S-434
CHERYL
AVENUE
SECOND
FOURTH
SIXTH
SEVENTH
AVENUE
EIGHTH
ROAD
SHERMAN
TWENTY
AVENUE
ROAD
UPPER
AVENUE
THIRTY
FIRST
STREET
EAST
C
MACASSA
AVENUE
E
MACASSA
LODGE
STREET
DALLAS
AVENUE
HOLDER
DRIVE
HELGA
COURT
CAMEO
AVENUE
CARMEN
CAMDEN
STREET
RICHMOND
COACH

4(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 March 4

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Appointment of Parking Control Officers. (TEC-39-91)

RECOMMENDATION:

a) That, in accordance with Section 70 of the Police Act, the following person be appointed as a Parking Control Officer:

Mr. Jack Stuart Anthony

b) That the previous list of personnel appointed as Parking Control Officers be revised by deleting the following names:

Mr. Lorne J. LeBlanc
Mr. Grant M. Spence

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Due to changes in personnel in the Traffic Department it is necessary to revise the list of persons appointed as Parking Control Officers in accordance with Section 70 of the Police Act.

4(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 March 5

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 70 Burton Street - Removal of Wheelchair Loading Zone. [TEC-37-91]

RECOMMENDATION:

a) That the existing "No Stopping, Wheelchair Loading Only" regulation on the south side of Burton Street which commences 79 feet east of Emerald Street North and extends to a point 25 feet easterly therefrom, be removed; and

b) That the existing "Permit Parking" regulation on the south side of Burton Street which commences 104 feet east of Emerald Street North and extends to a point 22 feet easterly therefrom be relocated such that the regulation commences at a point 91 feet east of Emerald and extends to a point 22 feet easterly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

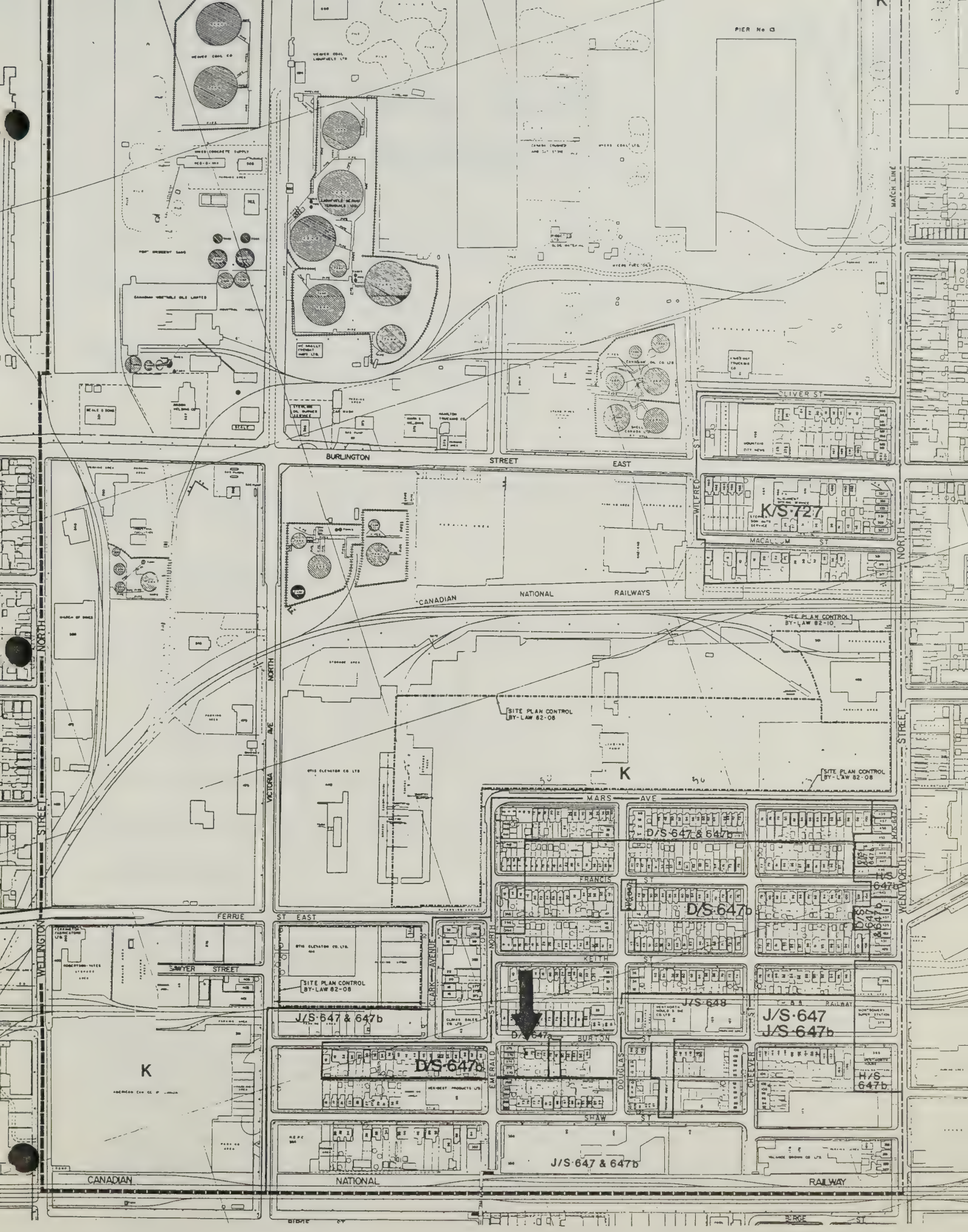
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of removing and relocating the subject signs.

BACKGROUND:

In 1990, City Council approved a recommendation to implement a wheelchair loading zone and a "Permit Parking" regulation for the residents of Nos. 68 and 70 Burton Street who are handicapped. Due to limited curb space, the wheelchair loading zone was signed in front of the resident who required the reserved "Permit Parking" space, and the "Permit Parking" regulation was signed in front of the resident's home who required the wheelchair loading zone, and this arrangement was satisfactory to both residents.

Mrs. McHale who resides at 70 Burton Street recently advised the Traffic Department that she will be moving on 1991 March 01, and has requested that the wheelchair loading zone be removed. Therefore, the Traffic Department concurs with this request. Also, since the removal of the loading zone will provide additional space, it would be appropriate to relocate the "Permit Parking" regulation such that it would be directly in front of No. 68 Burton Street for the resident who is handicapped.


PIER No 13
MATCH LINE
SILVER ST
BURLINGTON STREET EAST
WILFRED ST
K/S-727
MACALLUM ST
NORTH
CANADIAN NATIONAL RAILWAYS
SITE PLAN CONTROL BY-LAW 82-10
SITE PLAN CONTROL BY-LAW 82-08
K
MARS AVE
D/S-647 & 647b
FRANCIS ST
D/S-647b
H/S 647b
KEITH ST
J/S-648
J/S-647
J/S-647b
RAILWAY
BURTON ST
SHAW ST
J/S-647 & 647b
CANADIAN NATIONAL RAILWAY
FERRIE ST EAST
SAWYER STREET
WELLINGTON STREET
VICTORIA AVE NORTH
CLARK AVENUE NORTH
EMERALD ST
DOUGLAS ST
CHEEVER ST
WENTWORTH STREET NORTH
BIRGE ST

4(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 February 25

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Apartment building at No. 123 Charlton Avenue East - Application for a Time Limit Exemption Permit - TEC-32-91

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to Mr. John Wallin, 123 Charlton Avenue East, Apartment #1201.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The sale of the parking permit would generate a revenue to $24.00 annually.

BACKGROUND:

The Traffic Department has received a request from Mr. John Wallin, 123 Charlton Avenue East, that he be issued a time limit exemption permit for his van since it will not fit into the underground parking facilities at this apartment building.

Past practice of the Committee has established a policy that generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. This practice forces long-term parking for apartment dwellers to take place in the available off-street parking spaces.

Periodic observations reveal that the street is generally heavily parked during the day, but since there has not been a great demand for time limit exemption permits in this area, it appears that the parking is generally non-resident short-term parking. Thus, the issuance

of a time limit exemption permit to this resident should not create any problems for other area residents.

In the past, the Committee has dealt with similar requests from apartment dwellers whose vehicles will not fit into the underground parking areas, and has authorized the Director of Traffic Services to issue one permit to each of these applicants. Therefore, since the applicant's van will not fit into the underground parking facility at 123 Charlton Avenue, it would be appropriate to issue one time limit exemption permit to the applicant.


MAIN STREET EAST
MAIN STREET
I/S-197
JACKSON STREET
HUNTER STREET
JAMES STREET SOUTH
JOHN STREET
HUGHSON STREET
CATHARINE STREET
WALNUT STREET
WELLINGTON STREET SOUTH
BECKLEY STREET
HAYMARKET STREET
AUGUSTA STREET
YOUNG STREET
FOREST AVENUE
CHARLTON AVENUE EAST
ST. JOSEPH'S DRIVE
LEVELEDUN DRIVE
SOCKWOOD PL
MOUNTWOOD PLACE
LOUISA AVE
FREEMAN PLACE
BULL'S LANE (PRIVATE)
FOSTER ST
PATRICK ST
GROVE ST
SPRING STREET
LIBERTY STREET
BAILLIE ST
FERGUSON AVENUE
AURORA STREET
CONCESSION STREET
BELVIDERE AVE
KELSO ST
KNYVET AVE
RICHCLIFFE AVENUE
VIOLA COURT
UPPER WELLINGTON ST
ELEVENTH ST
J/S-409
J/S-409a
E/S-267
E/S-950
E/S-192
E/S-264
E/S-357
H/S-790
H/S-95
H/S-298
E-3/S-501
E-1/S-671
E-1/S-842
E-1/S-372
E-1/S-511
E-3/S-237
CR-2S-572a&b
E-3/S-601
E-3/S-768
E-3/S-711
E-3/S-1049
DE-3/S-970
E/S-136
C/S-154a
S-1022
RAILWAY
ACCESS
SITE PLAN CONTROL BY-LAW 82-109
TH&B STATION
ST. JOSEPH'S HOSPITAL
QUEEN VICTORIA PUBLIC SCHOOL
BOULEVERTON PLAY GROUND
PARISH HALL
CHARLTON CENTRE
ST. JOSEPH'S HOSPITAL NURSES' TRAINING SCHOOL
YOUNG MEN'S CHRISTIAN ASSOCIATION
COUNTY OF WENTWORTH COURT HOUSE
ST. CHARLES R.C. CHURCH
ST. CHARLES R.C. SEPARATE SCHOOL
PARKING GARAGE
PARKING AREA
CLAREMONT ACCESS
JOLLEY CUT

4(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 March 1

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 17 Woodbine Crescent - Removal of Reserved "Permit Parking" Space for a Handicapped Resident. [TEC-38-91]

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the west side of Woodbine Crescent commencing at a point 215 feet north of Jones Street and extending to a point 20 feet northerly therefrom be removed; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1991 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

City Council at its meeting held 1986 March 11, approved a request to implement a reserved "Permit Parking" space in front of No. 17 Woodbine Crescent for the residents who were handicapped.

A resident of this street telephoned the Traffic Department to advise that these residents have recently moved and requested that the subject signs be removed to allow unrestricted parking in this space. The Traffic Department has confirmed that the previous owners have moved, and therefore, concurs with the request.


CANADIAN NATIONAL RAILWAYS FREIGHT YARDS
HAMILTON CITY LIMITS
YORK BOULEVARD
A/S-569
A/S-450
BARTON STREET
TECUMSEH STREET
KINNELL ST
JONES STREET
TOM STREET
FLORENCE STREET
LOCHEARNE STREET
SUNSET AVENUE
LAMOREAUX STREET
BAKER STREET
HEAD STREET
HUNT STREET
WEST STREET
KING STREET
NAPIER STREET
WOMEN STREET
DEVONPORT STREET
INCHBURY STREET
STRATHCONA AVENUE
BREADALBANE STREET
BUFFALO RAILWAY
CROOKS STREET
BAY STREET
PEARL STREET
WELLESLEY ST
SITE PLAN CONTROL BY-LAW 81-107
SITE PLAN CONTROL BY-LAW 80-103
SITE PLAN CONTROL BY-LAW 81-222
SITE PLAN CONTROL BY-LAW 80-105
SITE PLAN CONTROL BY-LAW No. 80-1
H/S-481
H/S-745
H/S-743
H/S-566
H/S-863
H/S-608
H/S-630
H/S-231
H/S-700a&b
H/S-520
H/S-555
H/S-641
H/S-1919
E/S-481
E/S-481c
E/S-366
D/S-450
G-3/S-898
CR-2
G-3
A
D
E
H
K

4(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 February 26

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 101 Barnesdale Avenue North - Discharge of Residential Boulevard Parking Agreement. [TEC-35-91]

RECOMMENDATION:

a) That the existing residential boulevard parking agreement registered as Instrument No. 398152 C.D. to the property at No. 101 Barnesdale Avenue North be discharged at the property owner's expense; and

b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A.

BACKGROUND:

The Traffic Department has received a request from Mrs. Sophia McGuire, 101 Barnesdale Avenue North, that the existing residential boulevard parking agreement registered to this property on 1987 February 18 by the previous owner be discharged since she does not use the boulevard for parking.

An investigation has confirmed that the area was never paved and that an approach was never installed. Therefore, the Traffic Department concurs with the request.

cc: Patrice Noe Johnson
City Solicitor


PRINCESS STREET
CLINTON STREET
CASE STREET
BARTON STREET EAST
EDWARD STREET
BEECHWOOD AVENUE
ROSEMONT AVENUE
SOMERSET AVENUE
SENATOR AVENUE
KING STREET EAST
LLOYD AVENUE
CHAPPLE STREET
GAGE AVENUE NORTH
BARNESDALE AVENUE
LOTTRIDGE STREET
PROSPECT ST NORTH
LEINSTER AVE NORTH
CONNAUGHT AVENUE NORTH
MELROSE AVENUE
CANNON STREET EAST
BALSAM AVE
PRIMROSE AVENUE
WAYFLOWER AVENUE
HIGHLAND AVENUE
DUNSMURE ROAD
SHERMAN AVENUE
GAGE AVENUE SOUTH
H/S-579a
S-579
H-S/794
H/S-631
A/S-683a
C/S-1036
D/S-741
DE 2
DE 2
DE 2
DE 2

4(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 March 5

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Laurier Avenue and Delmar Drive - Corner Clearances [TEC-40-91]

RECOMMENDATION:

a) That a "No Stopping" regulation be implemented on the south side of Delmar Drive commencing at Laurier Avenue and extending to a point 78 feet easterly therefrom; and

b) That a "No Stopping" regulation be implemented on the east side of Laurier Avenue commencing at Delmar Drive and extending to a point 58 feet southerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

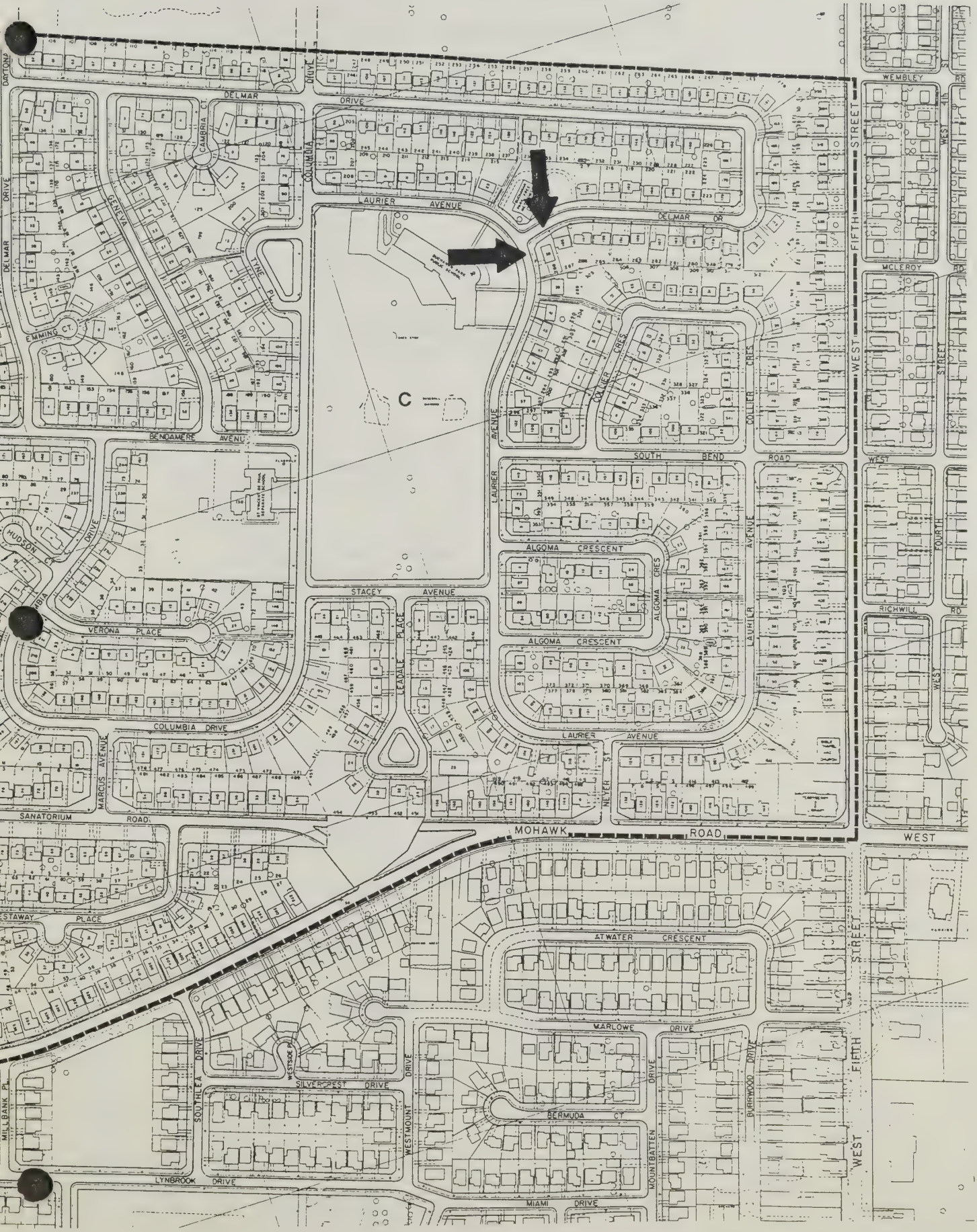
BACKGROUND:

The Traffic Department has received a request from Mr. Sam Milligan, 146 Delmar Drive, that corner clearances be implemented at the intersection of Laurier and Delmar in order to improve visibility and to facilitate turning movements at the intersection.

Both Laurier and Delmar have 28 foot pavement widths, and presently, there is unrestricted free parking on both sides of Delmar, east of Laurier. Parking is prohibited on the west side and unrestricted on the east side of Laurier, south of Delmar.

An investigation has confirmed that parked vehicles on the east side of Laurier, south of Delmar obstruct visibility to some degree for westbound motorists on Delmar attempting to enter Laurier. Also, parked vehicles on both sides of Delmar, east of Laurier interfere with turning movements at the intersection. Therefore, the Traffic Department concurs with the request.

The implementation of the requested corner clearance would result in a loss of approximately three legal on-street parking spaces. However, an investigation has revealed that all residents in the immediate vicinity have available off-street parking. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents.


DELMAR DRIVE
LAURIER AVENUE
DELMAR DR
WEMBLEY
FIFTH STREET WEST
MCLEROY
WEST
COLLIER CRES
SOUTH BEND ROAD
ALGOMA CRESCENT
STACEY AVENUE
LEADALE PLACE
VERONA PLACE
COLUMBIA DRIVE
MARCUS AVENUE
SANATORIUM ROAD
MOHAWK ROAD
ATWATER CRESCENT
WARLOWE DRIVE
SILVERCREST DRIVE
BERMUDA CT
LYNBROOK DRIVE
MIAMI DRIVE
RICHWILL RD
FOURTH
C

5(a)

CITY OF HAMILTON

— RECOMMENDATION —

DATE: 1991 March 7

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Offer to Purchase (Easement) - Union Gas Limited**
City Land - South Side of Stone Church Road East

RECOMMENDATION:

a) That Item 5a and b, of the 16th Report of the Transport and Environment Committee, approved by City Council on November 27, 1990, be rescinded in its entirety and replaced by:

i) That an Offer to Purchase (Easement) agreement executed by officials of Union Gas Limited on February 19, 1991 and scheduled for closing June 21, 1991, for the installation of an N.P.S. 8 Pipe along the southerly limit of Stone Church Road East, east of Upper James Street, more particularly shown as Parts 1, 2 and 3 on Registered Plan 62R-11624, said subject parcels having an overall frontage of 72 metres (236.4 feet), more or less, by a depth of 5.184 metres (16.46 feet), more or less, be approved and completed

The Purchase price of $1,001.00 is to be credited as follows: $1.00 to Account Number 4X999 00107 (Service Through Unsubdivided Lands) and the remaining $1,000.00 to Account Number CH 59050 30001 (Outside Recoveries), in accordance with the attached Schedule "A". The deposit of $1.00 is being held by the City Treasurer pending approval of this transaction.

ii) The Offer to Purchase (Easement) is subject to the following:

The City reserves the right to grant further easements through Condition 14.

"It is understood and agreed that the Transferor shall reserve unto itself, its heirs, successors, and assigns the irrevocable right to grant such further and other easements as from time to time the Transferor sees fit."

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

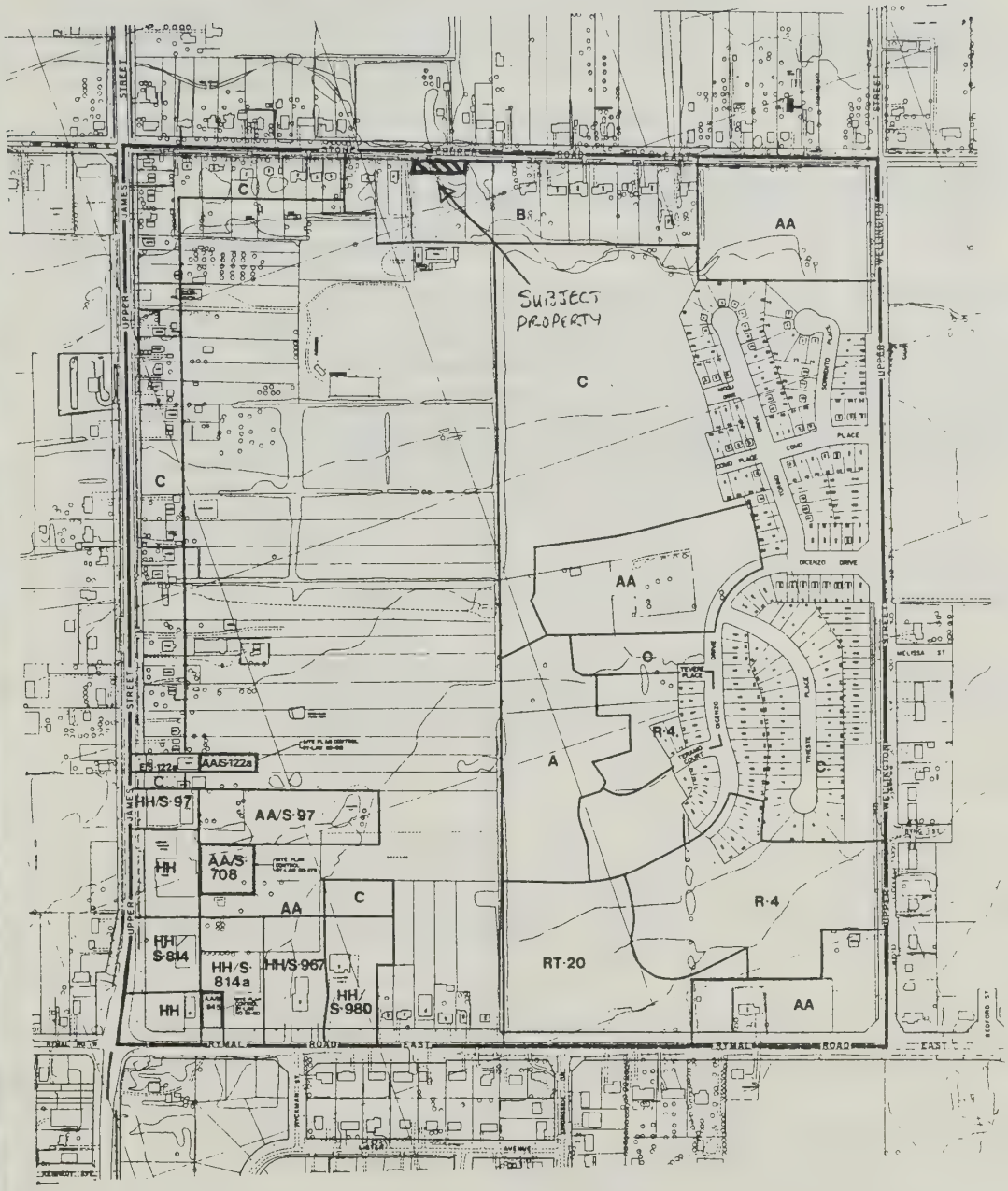
The original recommendation was rescinded due to a survey error and has been corrected and replaced by Plan 62R-11624.

This easement is granted to reinforce the existing system's integrity and make way for future expansion in the area. Eventually, the subject parcels of land are to be incorporated into the road allowance of Stone Church Road East through the proposed widening of said street.

Attach.

c.c. - Mrs. P. Noé Johnson, City Solicitor
Attention: Ms. L. Lawrence
- Mr. E. C. Matthews, Treasurer
- Ms. L. MacNeil, Property Clerk, Surveys
- Mr. T. Gill, Senior Director - Roads
Attention: Mr. D. Onishi

(4508)



86	82	33
101	119	8
83	6	24

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

RYCKMANS

ZONING

Neighbourhood Boundary

Zoning Boundary.

SCALE 0 50m 100m

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

PLANNING UNIT NO. 7508

JUNE 1988

PAGE NO. 119

OFFER TO PURCHASE

(EASEMENT)

Union Gas Limited
Box 2001, 50 Keil Drive North
I/We Chatham, Ontario, N7M 5M1 ,of the City of Chatham,

in the County of Kent,

hereinafter called the Purchaser,

hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,

hereinafter called the Vendor,

to purchase an easement for the purpose of construction of an NPS 8 Pipe,

which easement shall be all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of Part of Lot 14, Concession 8, in the geographic Township of Barton, more particularly, having a frontage along the southerly limit of Stonechurch Road East, of 72.074 metres (236.44 feet) more or less, by a depth of 5.184 metres (16.46 feet) more or less, shown as Parts 1, 2, and 3 on attached copy of Plan 62R-11624.

Forming part of this Offer to Purchase (Easement) are Schedule(s) A attached hereto.

at the price of One Thousand and One----------DOLLARS ($1,001.00)
of lawful money of Canada, payable as follows: -

(a) A deposit of One----------DOLLARS ($1.00) by certified cheque payable to the Vendor.
(b) The balance of the purchase price namely One Thousand----------DOLLARS ($1,000.00) with interest as hereinafter provided, and subject to adjustments, by certified cheque on the closing of this transaction.

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the 7th day of May 1991, by a letter mailed or delivered to the Purchaser at above address.

2. In the event that this Offer is not accepted, this offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned to the Vendor without interest and the Vendor shall not be liable for any damages or costs.

3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.

4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.

5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.

6. The Purchaser is to be allowed until the date of 45 days from the date of acceptance to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.

7. This transaction shall be closed on or before the 21st day of June 1991.

8. On the closing of this transaction, the Vendor will convey the said easement to the Purchaser by a good and sufficient grant thereof, free and clear of all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said easement to the Purchaser.

9. This agreement and its acceptance is to be read with all changes of gender or number required by the context.

10. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.

11. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.

12. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under the Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

13. It is understood and agreed that the Transferor shall reserve unto itself, its heirs, successors, and assigns the irrevocable right to grant such further and other easements as from time to time the Transferor sees fit.

14. It is understood and agreed that the Transferor shall reserve unto itself its heirs, successors, and assigns the irrevocable rights to grant such further and other easements as from time to time the Transferor sees fit.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at City of Chatham this 19th day of February 1991.

SIGNED, SEALED AND DELIVERED)
in the presence of) Union Gas Limited
) _____ (Seal)
) B.J. KEMBLE VICE-PRESIDENT
) _____ (Seal)
) L.W. FEDCHUN ASSISTANT SECRETARY
) _____ (Seal)

Approved For Execution
RH

Name of Purchaser's Solicitor LEGAL DEPARTMENT, UNION GAS LIMITED

Address of Purchaser's Solicitor 50 KEIL DRIVE NORTH CHATHAM ONTARIO N7M 5M1

(150-0.0 revised October, 1990)

SCHEDULE "A"

Property	Owner
Parts 1, 2, and 3 Plan 11624	City of Hamilton
Market Value of Realty	$ 1.00
Administration Cost	$1,000.00
Total	$1,001.00

It is understood that in consideration for the City of Hamilton selling this Easement at the price on one dollar ($1.00) plus the sum of one thousand dollars ($1,000.00) (to cover only the City's administration costs herein and not fair market value, in view of the fact it is expected that the subject property may in the future be included in Stone Church Road East), it shall be a term of the proposed easement that:

a) in the event of any future changes to the adjacent road allowance, road direction or subsequent subdivision, causing this construction to become redundant, or in the event that this land is not included in the adjacent highway known as Stone Church Road East, such that it is an encumbrance to the new highest and best use of the adjacent property, Union Gas Limited when requested by the City will vacate this easement and remove relocate and replace to natural order all constructions hereby granted at the express cost of Union Gas Limited.

b) this Easement shall be subject to the right-of-ways for access between Stone Church Road East and the adjacent land.

Dated at City of Chatham this 19th day of February 1991

WITNESS:

Union Gas Limited

B.J. KEMBLE VICE-PRESIDENT

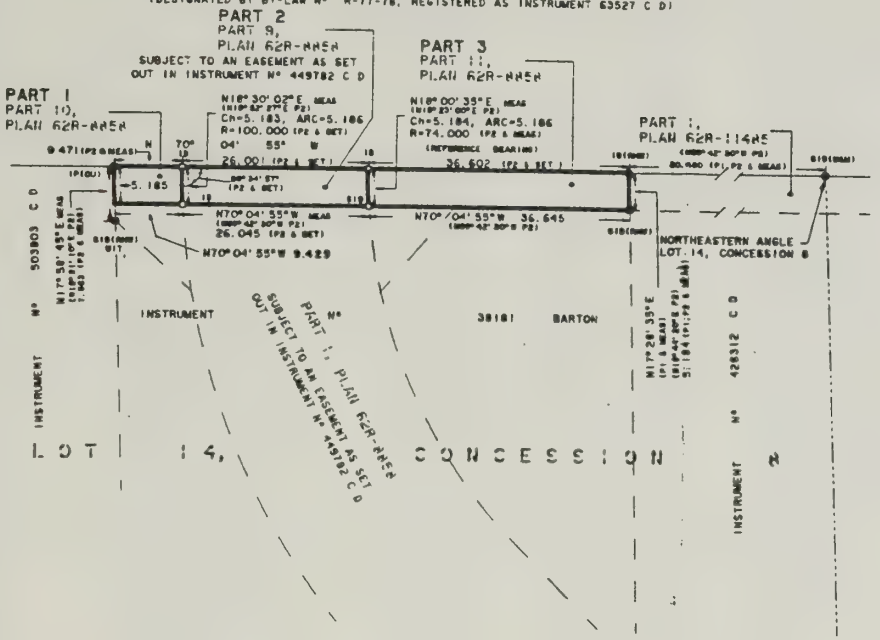
L.W. FEDCHUN ASSISTANT SECRETARY

CAUTION:
THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE PLANNING ACT.

METRIC
DISTANCES SHOWN ON THIS PLAN ARE IN METERS AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

STONE CHURCH ROAD EAST

(ROAD ALLOWANCE BETWEEN CONCESSIONS 7 & 8)
REGIONAL ROAD Nº 116
(DESIGNATED BY BY-LAW Nº R-77-78, REGISTERED AS INSTRUMENT 63527 C D)



LEGEND

D	DENOTES SURVEY MONUMENT PLANTED
●	DENOTES SURVEY MONUMENT FOUND
IB	DENOTES IRON BAR
SIB	DENOTES STANDARD IRON BAR
IP	DENOTES IRON PIPE
WIT	DENOTES WITNESS
(M&M)	DENOTES MACKAY & MACKAY
(MMM)	DENOTES MARSHALL MACKLIN MONAGHAN ONTARIO LIMITED
(RMW)	DENOTES REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
P1	DENOTES PLAN 62R-11485
P2	DENOTES PLAN 62R-8858

NOTE

BEARINGS ARE ASTRONOMIC AND ARE REFERRED TO THE SOUTHERN LIMIT OF STONE CHURCH ROAD, AS SHOWN ON PLAN 62R-11485, HAVING A BEARING OF N 70°04' 55" W.

I require this plan to be deposited under the REGISTRY ACT

Date FEBRUARY 11, 1991

P.J. SHEEHY, O.L.S.

PLAN 62R-11624

RECEIVED AND DEPOSITED

Date 1991 02 12

L. Radley DPR

Land Registrar for the REGISTRY Division of WENTWORTH (Nº 62)

PART	LOCATION	INSTRUMENT
1	LOT 14, CONCESSION 8 TOWNSHIP OF BARTON	38181 BARTON
2		
3		

PART 2 IS SUBJECT TO AN EASEMENT AS SET OUT IN INSTRUMENT Nº 449782 C.D.

PLAN OF SURVEY
OF
PART OF LOT 14, CONCESSION 8
IN THE GEOGRAPHIC TOWNSHIP OF BARTON
IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF
HAMILTON - WENTWORTH

SCALE 1:500

0 0 10 20 30 metres

MACKAY, MACKAY & PETERS LIMITED
1991



SURVEYOR'S CERTIFICATE

I Certify that:

1) This survey and plan are correct and in accordance with THE SURVEYS ACT and THE REGISTRY ACT and the regulations made thereunder.

2) The survey was completed on the 29th day of JANUARY, 1991.

Hamilton, Ontario
JANUARY 30, 1991

Donald F Burden
DONALD F BURDEN
Ontario Land Surveyor

MACKAY, MACKAY & PETERS LIMITED
ONTARIO LAND SURVEYORS
(ESTABLISHED 1906)
SUITE 606, UNION GAS BUILDING
20 HUGHSON STREET SOUTH
HAMILTON, ONTARIO L8N 2A1
TELEPHONE (416)526-7471 TELECOPIER (416)526-0781

PARTY CHIEF I.D. S.L.	DRAWN BY: J.A.K.	CHECKED BY: T.W.W

6.

CITY OF HAMILTON

- INFORMATION -

DATE: March 13, 1991

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Alderman H. Merling, Chairman
Transport and Environment Committee

SUBJECT: Public Meeting Regarding Pedestrian Safety

BACKGROUND:

On August 27, 1990 a report pertaining to pedestrian safety and the lowering of speed limits in the vicinity of schools was presented to the Transport and Environment Committee for debate. Alderman Hinkley participated in the discussion together with representatives from the Board of Education, the Home and School Association and a Public Health Nurse.

Alderman Hinkley noted that many cities in the United States have been successful in their endeavour to reduce the speed limit in areas adjacent to schools, and suggested to the Committee that the City of Hamilton should investigate the matter of pedestrian safety and, further, asked that a public meeting be held to deal with this issue.

It is agreed that a motion approving the holding of a public meeting to address the issue of pedestrian safety was adopted by the Committee. It is also agreed that Alderman Hinkley is free to participate in this meeting and that Terms of Reference and format of this meeting should be set prior to same.

However, Alderman Hinkley recently instructed the Traffic Department to issue a public notice to all citizens of Hamilton that a public meeting will be held to receive input on "pedestrian and traffic safety". The issue of "traffic safety" was never debated by the Committee and to include same completely alters the scope and purpose of the public meeting. Moreover, Committee approval was never granted to the holding of a public forum to deal with traffic safety.

In addition, Alderman Hinkley has invited comments on traffic safety from several groups and individuals, as follows:

Citizens Bikeway Committee
Hamilton Street Railway
Principal's Association
Teacher's Association
Regional Police Department (Traffic)
Regional Police Department (Community Services)
Council on Road Trauma
Blue Line Taxi
Veteran's Taxi
Yellow Cab
Hamilton Auto Club
Hamilton Safety Council
Home and School Association
Kim Sheppard

Mr. Main's original report to the Transport and Environment Committee dealt with pedestrian safety only. This is the issue for which Committee Members agreed to hold a public meeting and invite citizen participation. By including the matter of traffic safety, Alderman Hinkley has not only altered the Committee's directive, but Traffic Department staff would now have to undertake studies, conduct research and prepare reports for the whole matter of traffic safety.

Since neither myself, as Chairman of the Committee, Alderman Vince Agro as Vice-Chairman nor any member of the Transport and Environment Committee, for that matter, was made aware of this meeting prior to reading it in the Spectator and as the Committee's directive has clearly been deviated from, I am hereby placing this matter back before the members of the Transport and Environment Committee for Committee's direction.

c.c. Alderman B. Hinkley

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